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Vol. CXC No. 2483 WITH WHICH IS INCORPORATED THE GRAPHIC SEPTEMBER 6 1947

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Common Riding is the most picturesque of Scotland's surviving ceremonies. Hawick Common Riding, which is carried out with particular enthusiasm, takes place during the first full week in June, and occupies several days. The date of its origin is unknown, but the principal event, the 'Cornet's Chase,' re-enacts the capture of a standard from the English by the men of Hawick, in 1514. The Cornet, a bachelor elected by the Town Council, is standard bearer, and leader of the ceremonies. The 'Chase' is a wild gallop of Townsmen followed by the Cornet and his attendants up the steep slope of Vertish Hill. Afterwards the riders ride the marches of the common to mark the bounds of Hawick's "peats and pastures, land for tillage."

ONE OF A SERIES OF PICTURES SPECIALLY PAINTED FOR THE DUNLOP RUBBER COMPANY LIMITED

Volume CXC No. 2483 The SPHERE, London, September 6, 1947

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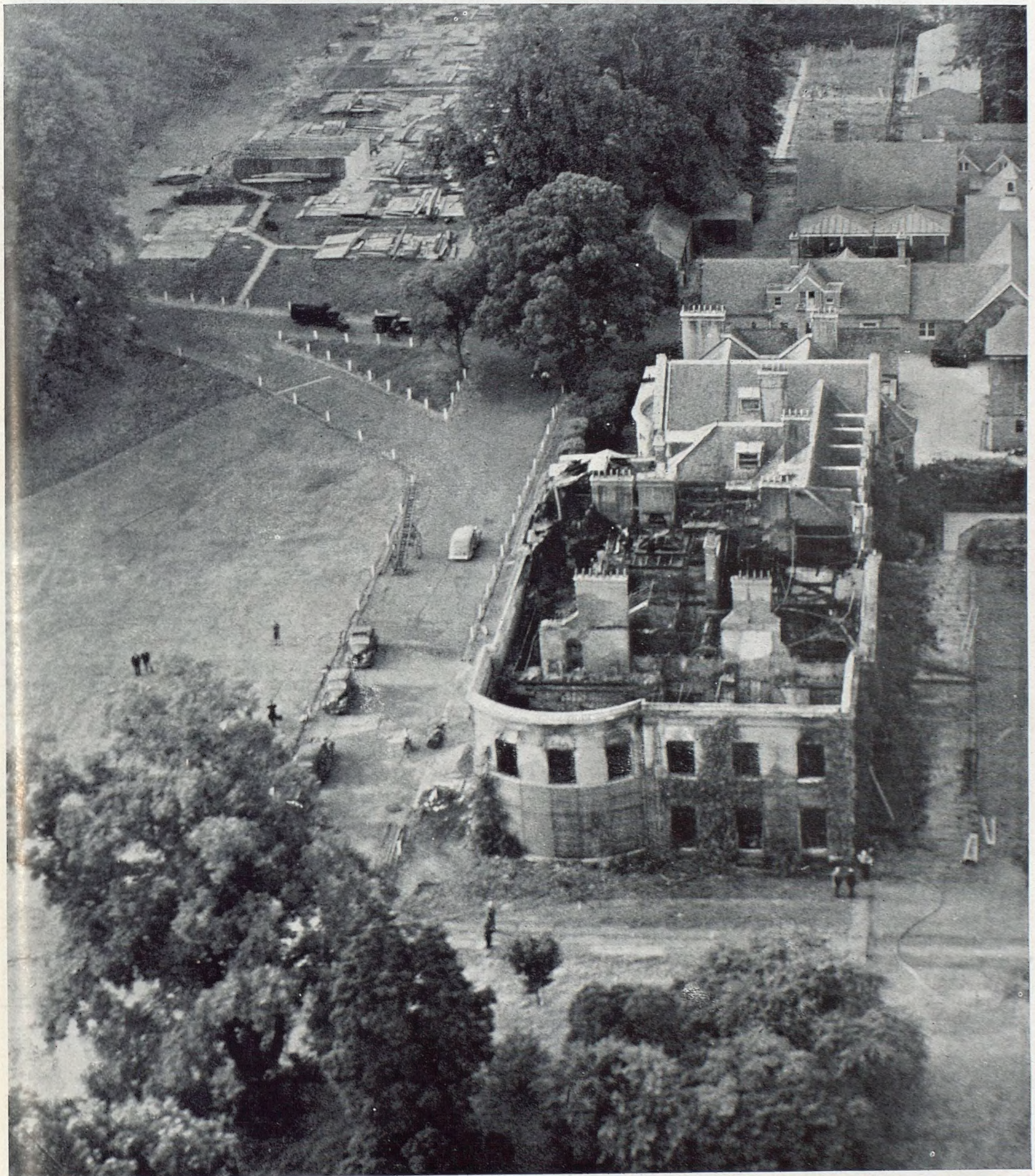

THE DISASTER AT SUNNINGHILL — AN AERIAL VIEW OF THE GUTTED MANSION, NEAR ASCOT, WHICH WAS TO HAVE BEEN THE HONEYMOON HOME OF PRINCESS ELIZABETH AND LIEUTENANT MOUNTBATTEN: The fire broke out last week-end, and may possibly have been the result of a carelessly-dropped cigarette-end in the newly-timbered library. The Berkshire police ruled out any suggestion of arson

For several weeks during the early part of the summer the Press speculated upon the future home of Princess Elizabeth, both Sunninghill and Bagshot Park being mentioned in this connection. After the usual preliminary denials, it was at length announced that Sunninghill would be the honeymoon home for Princess Elizabeth and Lieutenant Philip Mountbatten, and of recent weeks men have been repairing the house for its new occupants and clearing the park of its array of wartime huts. On Friday of last week a disastrous fire broke out at Sunninghill, and the greater part of the mansion was gutted. At first there were rumours of foul play, but in an interview the chief of the Berkshire C.I.D. declared: "We are satisfied there are no suspicious circumstances involved in the fire, and we have now ruled out any suggestion of arson. We have no reason to think the fire was caused other than by an accident." It has since been stated that Bagshot Park, Surrey, may now be chosen as the honeymoon home. This is the former residence of the Duke of Connaught. On Monday of this week, it was officially denied from Buckingham Palace that Bagshot would be the Princess's home

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Toll of the Mines.—Two major mine disasters within a week underline the risks of what is at the moment our most vital industry. At least 124 of these precious coal-winners have lost their lives through pit explosions in Cumberland and Durham in that brief space of time. Their valuable lives and their precious output are written off as a total loss in a shaky balance-sheet. These are tragedies for the few which hit the whole nation hard, and drive home one point which the Government has not unfairly stressed: that the miner's job is the most dangerous and least comfortable among our vital industries, and requires and deserves every compensation and easement and inducement which the nation can afford to offer. There will be fewer voices to-day raised to cavil at the phrase "The aristocrats of labour." While these tragedies are close and vivid to his mind, a man may well marvel at a social system which has so long enabled a successful stockbroker or film-star to earn twenty or more times as much as a winner of the life-blood of our industry, the forger of the key to our survival.

Basic Goes.—Petrol, meat and foreign travel—a first instalment of pains and penalties designed to fill the gap of 700 millions. These cuts are expected to do one-third of the job. This is the *passive* contribution; the other two-thirds must be filled *actively*. As for meat, the average housewife takes the *2d.* cut unemotionally. Most of them have long written off meat (as meat) years ago; and the heavy manual worker is to be safeguarded. Foreign travel? I've no comments of a personal kind. Petrol? Here the accent seems to be very much on the word passive. No doubt the intention is somehow to absorb into essential work all those thousands who must be thrown out of garages, petrol stations and the car-marketing trade. But in these industries there will surely be for some months into the winter an alarming degree of unemployment. Of new cars produced, presumably a vaster proportion will now be earmarked for export, and the absurd prices of second-hand cars will healthily fall. That is good. Good, too, that a big number of minor officials who operated basic allowances will be diverted to more essential work—in time. But the fuel control officers will surely be busier than ever. For from now onwards the pathetic pleas of remote country dwellers for special allowances for "fortnightly catering" must be sympathetically considered. Otherwise it is *Robinson Crusoe* once more for thousands on thousands of rural households beyond delivery range of their retailers. Yes, it is back to a *Crusoe* existence for many of us for an indefinite term and immediately for a dreary, dreary winter.

Coal Prices.—Coal goes up again in price. Nothing new in that. From September 1 we pay 4s. a ton more for our few sacks of slack. And on October 1, when rail freights go up, the price of solid fuels will sympathetically rise again. Explanation: "Everything costs more to-day." That I understand. Statistics tell us that the total average increase in price of coal is even now only 23s. 5d. above 1939 prices. More striking statistics reveal that British coal is being mined at a loss of 3s. 3d. a ton. We are buying coal from America and Poland at still higher prices, and the Government sells it at the current British price, the loss falling on the Coal Board's revenues, which means that it is spread evenly on the shoulders of all consumers. Thus the current loss per ton on coal mined and imported is 3s. 9d. We must have coal if we are ever to pay our way; and every ton we mine or import for use reduces our remaining national wealth by 3s. 9d. I suppose there is a flaw in my primitive methods of deduction. If not, this is a catastrophic dilemma. It looks to me as if we are throwing 3s. 10d. into the pot to pull out a much-needed penny. And that looks rather like a parlour game played in Bedlam.

UNKINDEST CUTS OF ALL—HOW THE PRESS ANNOUNCED THE AUSTERITY TIDINGS, INCLUDING THE BANNING OF THE BASIC PETROL RATION, THE SMALLER CAFE MEALS, THE MEAT REDUCTION AND THE STOPPING OF OVERSEAS TRAVEL: The "Daily Express" used the banner headline "LESS—LESS—LESS," while the "Evening News" announced there were more cuts to come. The miners' strike, for all its seriousness, was relegated to a single column in most journals

Sikh Rebellion.—The heads of the new Indian Dominions expected trouble over the fixing of the new frontiers between them. Nowhere more so than in Calcutta between Muslim and Hindu. But Calcutta is quiet, and for the first time in generations these irreconcilable elements are fusing in brotherhood and Mr. Gandhi can say "Thank God." But in the rural areas of the Punjab the picture is very different. There a large-scale Sikh rebellion has caused enormous loss of life reaching, according to conservative estimates, to 8,000 or 9,000. The mail train between Calcutta and Lahore was looted by well-disciplined bands of marauders, and many of its passengers murdered, and elsewhere scores of trains have been attacked and derailed. And this vast rebellion is concealed under a strict censorship which leads many innocent European and Indian travellers into danger of life and loss of property. The Indian troops on the spot are too few to deal with this upheaval, and Pandit Nehru, who has visited the area of destruction with some of his Ministers, has a first-rate problem to solve. And there is the refugee problem involving something like 250,000 people.

Highland Drought.—Writing on August 24, it was true to say that no measurable rain has fallen in most parts of the North-East of Scotland for twenty-four days, and "the outlook is similar." But that is not the whole story, remarkable as it is. Up the Findhorn in the hills, where I happen to be, each day has averaged more than twelve hours of hot sunshine from a clear blue sky, for, I believe, much more than twenty-four days. Indeed, on our arrival on August 8 we were told that this same weather had been going on for weeks, and could not be expected to last much longer. I have known this country all my life and never before experienced anything like the continuity of sunshine and blue skies and total absence of rain. We have never thought of taking out a mackintosh, and one could walk the hills and low ground in dancing shoes without the risk of wet feet. I have never seen the river so low nor so many burns run dry. The odd thing is that some of us have actually hauled red salmon out of the possible or "impossible" pools by legitimate means.

The Black Isle.—I am glad at last to have satisfied a mild ambition and set foot on the Black Isle, which I have gloated over through my glasses across the Firth on and off for fifty years. The Black Isle is neither black nor an island. It is a golden peninsula in September 1947, with a fine and very early harvest being stooked and led. Its little towns are as charming as their names—Rosemarkie, Fortrose, and so on; solid, prosperous and handsome. Its roads are superb and they need to be, since the narrow band of blue water which separates the Black Isle by a biscuit toss from Inverness or Fort George is still regarded as an almost unbridgeable barrier, and all road traffic between the northern capital and Fortrose must double the arm of the sea by way of Muir of Ord. It is a mile or so for the seagull, but 35 miles for mechanised man. It may be the Black Isle is the better for its rather absurd isolation. It is, except in the matter of fresh water, very self-supporting and has every reason to be self-satisfied. For it is still a place of magic, though not of Black Magic, to-day, and the distant prospect which I cherished for fifty years was not disappointed by the closer view. In a summer like this one I should say that the Black Isle could give *points* to the very best which the best of the French or Italian Riviera can offer in colour, variety, warmth and charm, and best of all in humanity. But in January I can imagine that it may be a bleak place when the north-easter blows in from the sea.

Miss Eden Among the Immortals.—"The weight of a name" would be a good alternative caption. I read in the *Sunday Times* the other day that Emily Eden's *Semi-attached Couple* is the rage in America, and is to be published in the *World's Classics* series. I wonder what Emily Eden would have thought of that. She wrote her little *jeu d'esprit* in the 1830's and put it away in a drawer for nearly thirty years. Then she sold it for about £300. Sidney Herbert mildly praised it, and it had a success in her circle and was forgotten; until in the 1930's I was invited by Mathews and Marrot to suggest some forgotten minor Victorian novels for their "Rescue" series. I gave them Miss Eden's two "Semis" and Lady Augusta Noel's superlative *From Generation to Generation*. The *Semi-attached* had a considerable success in England and ran through three editions. At Mr. Anthony Eden's request, I yielded to him the right to supply an introduction to his great-aunt's *Semi-detached House*. Mark what follows: Miss Eden was again forgotten. World War II was an obliterator. An American publisher unearthed a note in Mr. Roosevelt's (*Theodore's*, not Franklin's) handwriting, saying that he had enjoyed the *Semi-attached Couple*. This note was known to me and to Mathews and Marrot fifteen years ago. They took a chance on the book and secured Mr. Anthony's Eden agreement to write a *new* preface to the book I rescued. And now it's a best-seller in America and Miss Eden is to become a World's Classic and (like Angela Thirkell) to be seriously compared to Jane Austen! Miss Eden would have shrugged her shoulders. She was a realist; no *nonsense* about *her*. And she would have shuddered at the inaccuracies now published concerning her inconspicuous life (*e.g.*, that she acted as Vicereine in India for her *father*). As for me, I ponder on the weight of a name in creating literary merit, and I confess I want to read Mr. Eden's new, and doubtless *original*, preface.

THE OLD STAGER

A TOWN on STRIKE

Grimethorpe, Where the South Yorkshire Pit Dispute Began

Fourteen of the sixteen pits in the South Yorkshire coalfield resumed work last Monday after the "stint" strike which had cost the country nearly 100,000 tons of coal. But the trouble-centre of the strike, the town of Grimethorpe, was still out, although the Grimethorpe miners were promised that when they did return there would be no victimisation. The Grimethorpe men came out originally because of the increased allotted area of coal-face which they were asked to work in a shift, and this despite the fact that about sixty other Yorkshire pits had accepted the new conditions without demur. Last week-end Mr. Shinwell, the Minister of Fuel and Power, union leaders and local M.P.s tried to get the coalfield back to work, and they were rewarded by a large measure of success. Mr. Shinwell pointed out in his speech that the Yorkshire coalfield had lost 800,000 tons during the holiday period, and this further 100,000 tons was a bitter blow.

THE PRODUCTION BAROMETER OUTSIDE THE GRIMETHORPE PIT: It was there that 2,600 miners went on strike because of working the new "stint," and, as a result of sympathetic strikes, Britain had by last week-end lost 100,000 vital tons of coal

PADDY KEEFE SPEAKS OUT: A veteran Grimethorpe miner with a group of younger men seen outside one of Grimethorpe's beerless public-houses last week-end. Keefe declared: "We are not going back on these new terms. We shall stick it out indefinitely. In 1926 we stayed out thirty-two weeks, and we can do it again"

PUTTING THE MINERS' CASE: Mr. Harry Kay (centre), President of the Frickley Branch of the National Mineworkers' Union, tells a reporter that the miners more than anyone know the gravity of the crisis, but first of all their grievance must be settled

WHAT SOME MINEWORKERS THOUGHT OF THE PRESIDENT OF THEIR UNION: The words "Burn Will Lawther," with a gallows inscribed beside them, on a wall in Carlton Street, Grimethorpe, where feeling ran high when Mr. Lawther announced that it was the duty of the Coal Board to prosecute the strikers

THE SUNBATHERS OF GRIMETHORPE: Miners gathered in a group while discussing the latest strike developments last week-end. At a special meeting held on Sunday the Grimethorpe men refused to go back

PATTERN FOR A BRAVE NEW WORLD—AN AERIAL VIEW OF THE SHRUBLANDS ESTATE, MADE UP OF OVER 700 PREFABRICATED DWELLINGS ON THE OUTSKIRTS OF GREAT YARMOUTH AND PROVIDING HOMES FOR ABOUT 3,000 PEOPLE, OF WHOM 1,400 ARE CHILDREN: The houses are of the "Arcon" type, and each has its own patch of front and back garden. In the foreground are extensive allotments

GARDEN CITY—1947

The "Arcon" prefabricated houses of Great Yarmouth may be only a stop-gap, but the Shrublands Estate has certainly been planned with much forethought, and has provided fresh air and adequate conditions for about 1,400 children, not to mention 1,600 grown-ups, who otherwise would be living in single rooms and airless basements. The complicated pattern of the Shrublands lay-out is making a new landmark for airmen on the East Coast, but, of course, cannot be seen from the ground. What can be seen is that the new inhabitants are getting to work on their gardens, and already some of the little plots are attractive with autumn flowers. Other gardens have yet to be dug. The Yarmouth Council has organised a best garden contest for the estate, and this has naturally proved a great encouragement. Yarmouth was a considerable sufferer during the war, as many of the Luftwaffe's "tip-and-run" raids were on that part of the coast. The port was a refuelling and revictualling point for the little ships of "E-Boat Alley"

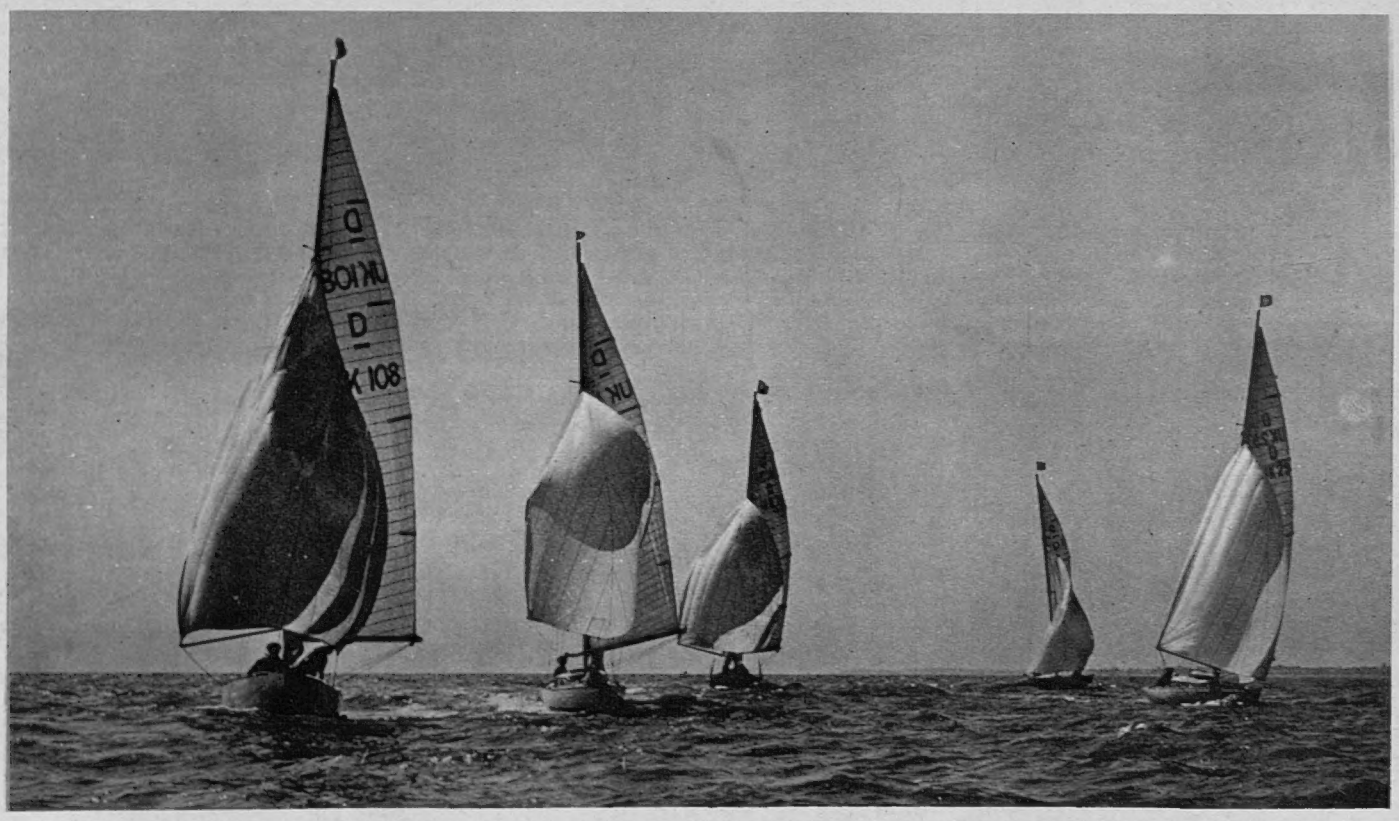
Below—**SHRUBLANDS ESTATE, GREAT YARMOUTH: Another view of the "Arcon" prefabricated dwellings which are helping to solve the housing problem on the East Coast**

DARTMOUTH EN FETE FOR THE ROYAL REGATTA: A scene of animation in the estuary as some of the smaller boats competed in the light airs. Dartmouth was beflagged for the occasion, and the bigger ships were dressed overall. In the years between the wars the lower reaches of the Dart were thronged with unwanted shipping, but in 1939 many of the unused vessels were pressed into service

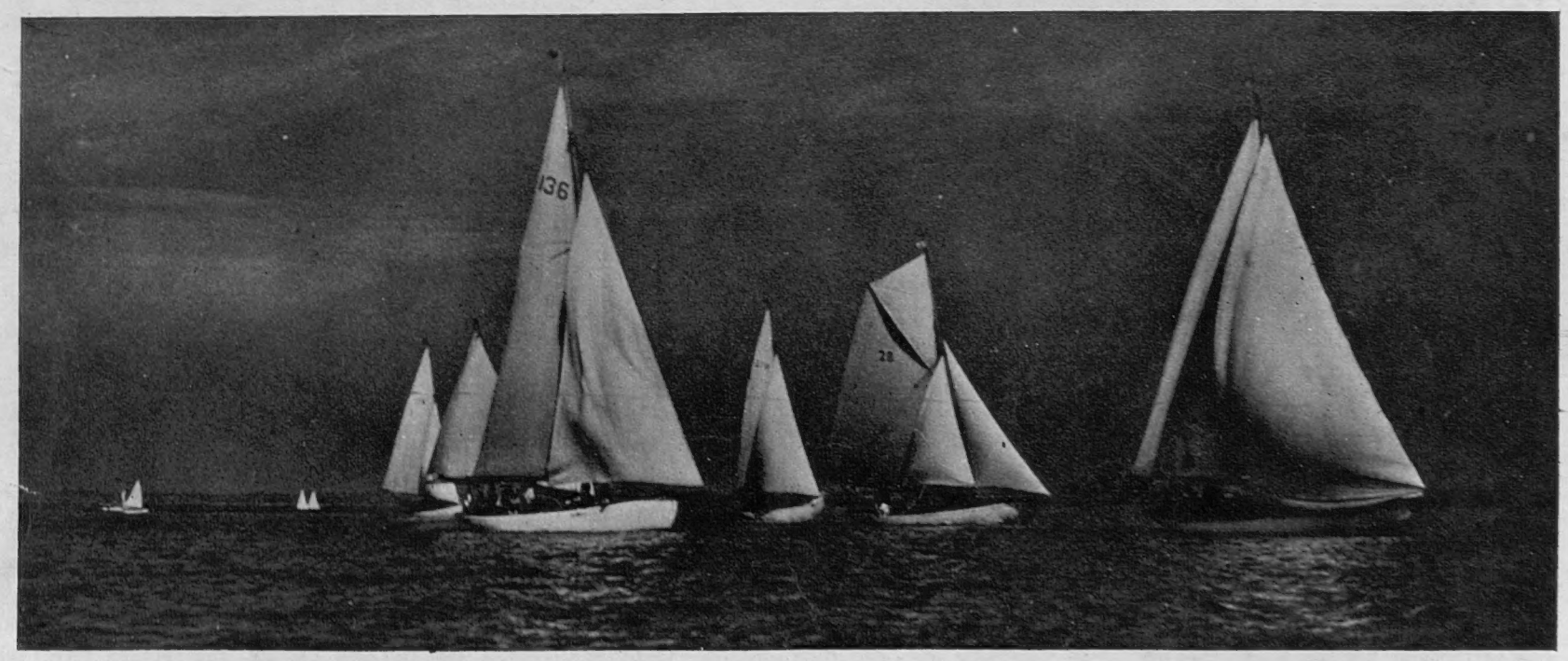
WHITE SAILS on SUMMER WATERS

The Regatta Season Round Britain's Coasts

Yachting has lost something of its glamour in these post-war days, and with the big J-class yachts no longer competing, for reasons of finance, the Regattas are less spectacular, though many may feel they are no less enjoyable. During August the Regatta season was in full swing round our coasts. Some of the meetings, such as the Royal Norfolk and Suffolk Sea Regatta at Lowestoft, offered first-rate sport. At West Mersea and Brixham conditions were very different. On occasions there was no racing in the proper sense of the word, many of the boats simply drifting round the course



DRAGON-CLASS YACHTS RACING IN THE NORTH SEA: A well-contested event off Lowestoft in the Royal Norfolk and Suffolk Yacht Club's Sea Regatta, which attracted good entries. The sport was better than at many of the August Regattas round Britain's coasts, favourable winds making for fast times. It was in strange contrast to some of the drifting matches off the south coast



FIGHTING IT OUT IN A CALM SEA AT THE WEST MERSEA REGATTA: Yachts straining to catch every breath of wind in the open handicap race for vessels of 10 tons and over for the John Wood Challenge Cup at this Essex Regatta. No. 136, in the foreground on the left, has a billowing jib sail, and would appear to be losing way rapidly as the other boats out-manœuvre her in the light airs

AMID THE RUINS OF AMRITSAR AS THE SIKH FURY ABATED—A STREET SCENE IN THE DEVASTATED CITY AFTER THE SIKH JATHAS HAD BUTCHERED MEMBERS OF THE MUSLIM POPULATION AND FORCED THE REMAINDER TO FLEE WESTWARDS ACROSS THE BORDER INTO PAKISTAN : The Sikhs, organised from the highest levels, have carried out a systematic programme of killing, looting and burning, and have swept across the East Punjab sector by sector. One Press correspondent reported that in an aerial reconnaissance he saw fifty villages aflame. The Sikh Jathas, armed mobs usually fifty or a hundred strong, usually assemble in their places of worship before embarking on a series of devastating raids

THE SIKH-MUSLIM ORGIES OF VIOLENCE IN THE PUNJAB

Devastated Towns and Cities on the Borders of Hindustan and Pakistan

Sikhism was founded as a monotheistic reform designed to embrace Hindu and Muhammadan in one brotherhood.

That is a dictionary definition of Sikhism. There are other definitions, for was not the name of the Sikh synonymous in two world wars with martial valour? There are no finer soldiers in the world ; but in the last three weeks the name of the Sikh race has been sullied irreparably as the Jathas have moved across country, pillaging and murdering, looting and burning Muslim towns and cities as they have gone. This is no one-sided communal war in the Punjab, for the Muslim mobs on the other side of the border in Pakistan have been almost as ruthless. The Sikhs will say that their orgy of killing in Amritsar is vengeance for what the Muslims did to the Sikhs last March in Rawalpindi, which was, in turn, retaliation for Hindu massacres of Muslims in Bihar, which was again retaliation for Noakali, for Calcutta, and so on. Thus has violence begotten violence, and even India has never seen anything worse than the August orgies. There are 10,000 dead in the Punjab. In Lahore there are under 10,000 Hindus left out of the 300,000 who lived there. All who could have fled across the Pakistan frontier into India, the domain of Premier Nehru. In Amritsar and Jullundur there are no Muslims left, the survivors having fled westwards into Mr. Jinnah's sovereign state

AS THE SIKH JATHAS SWEPT THROUGH HOSHIARPUR—MUSLIM MEN, WOMEN AND CHILDREN OF THIS EAST PUNJAB CITY LYING DEAD IN THE STREETS AFTER THE ARMED MOBS HAD PASSED THROUGH : Those Muslims who got warning of the attack fled westwards into Pakistan, and to-day all is quiet in Hoshiarpur, as there are no Muslims left. Appalling atrocities have been committed by the Jathas, who in three weeks of violence have sullied the whole name of the Sikh race. In one village a British officer reported that of fifty corpses, thirty were those of women

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THE MILES M68 MAKES ITS BOW—A FOUR-ENGINED PLANE WITH A DETACHABLE FREIGHT-LOAD IN THE FORM OF A TRAILER: This new machine can carry a payload of 1,600 lbs. and on arrival at an airport the aero trailer can be detached and hitched to a car or van and the final stage of the delivery made by road. It is one of three types introduced by Miles, who are building specialist craft to cater for air freight transport. The aero trailer provides door-to-door delivery at an average overall speed of 100 m.p.h.

DOOR to DOOR DELIVERY at 100 M.P.H.

Miles Introduce Their New Aero Trailer

The transport of goods by air is an established fact, and already the words, "delivered in a plane van" are appearing as an advertising slogan. It is also an established fact that specialist aircraft are needed for this type of work. The Miles organisation was among the first in the world to realise this, and, since the close of the war, they have brought out several notable types. The first of these was the Aerovan. Then came the Merchantman, a larger edition of the Aerovan and described as a middle-weight freighter capable of carrying a payload of 2 tons. Latest addition to the Miles fleet is the M68 Aero Trailer, a machine with four 100-h.p. engines capable of a cruising speed of 130 m.p.h.

THE M68 WITH ITS FREIGHT-LOAD TRAILER DETACHED: The new inter-city machine ready to take off to pick up a trailer at another airport. When the trailer is removed the rear part of the fuselage closes in towards the cockpit

BRITAIN'S LATEST ADVANCED SERVICE TRAINER: The Boulton and Paul P108, which has just completed its flying tests. Its official name is the Balliol, and future models will be powered with a Rolls-Royce Dart or Armstrong-Siddeley Mamba airscrew turbine. This prototype has a Bristol Mercury radial piston engine. An important recognition point of the Balliol trainer is that aft of the cockpit enclosure the fuselage is markedly slim

THE UNITED STATES AIR FORCE ADOPTS A HEAVYWEIGHT HELICOPTER: The XR12 is a five-seater machine built by the Bell Aircraft Corporation. It is now undergoing preliminary tests at the Bell airfield at Buffalo, New York State. The helicopter has a top speed of 105 m.p.h. and an operating speed of 90 m.p.h. Its range is 300 miles and it can climb vertically at 450 ft. per minute. The service ceiling is 13,000 ft. and hovering ceiling 4,350 ft.

THE NEW AIRSPEED AMBASSADOR—THE PROTOTYPE OF BRITAIN'S LATEST OVER-WEATHER AIRCRAFT FLYING FROM ITS HOME AIRPORT AT CHRISTCHURCH, HAMPSHIRE, WITH MR. G. B. S. ERRINGTON, THE AIRSPEED TEST PILOT, AT THE CONTROLS: The Ambassador is a forty-seater air-liner with a continuous cruising speed of more than 280 m.p.h. With two Bristol Centaurus engines of 2,600 h.p. each, it has a range of 1,000 miles when carrying its normal complement of passengers and luggage. The test flights are already proving that it is well up to the designers' expectations both in handling qualities and performance. Among the Ambassador's features are: A high-wing lay-out and pressurised fuselage for passenger comfort; thermal de-icing of the wings and tail surfaces; braking propellers; a steerable tricycle undercarriage; self-contained and interchangeable power plants; integral fuel tanks; laminar-flow high-speed wing design; built-in control locks. The Ambassador's lay-out has been planned so that development in range and speed is possible as engines of greater power become available. In propeller-turbine form the Ambassador will cruise at 300 m.p.h.

THE VANISHING GLORIES OF WELBECK ABBEY—THE CELEBRATED TITCHFIELD LIBRARY, ONE OF THE FINEST APARTMENTS IN THE ABBEY, WHERE A SALE OF SOME OF THE DUKE OF PORTLAND'S FURNITURE WAS ARRANGED TO TAKE PLACE THIS WEEK : **The Duke of Portland is selling quite a large proportion of his family furniture, four magnificent Charles II throne chairs in the Italian Renaissance style being the most eagerly-sought-after pieces. These are shown by Dennis Flanders in this drawing.** An exquisite Louis XVI Lyre clock, in a Sèvres Rose Pompadour case, was another item that attracted the attention of buyers. It is similar to the Marie Antoinette clock in the Victoria and Albert Museum. Welbeck Abbey has been in the possession of the Bentinck family since 1734. It occupies the site of an old Premonstratensian abbey. The style is Palladian

WELBECK'S HEIRLOOMS IN THE MARKET

An Interesting Discovery in the Hampton Court Belfry

REPAIR WORK ON THE BALCONY OF BUCKINGHAM PALACE : Scaffolding in position preparatory to the start of repairs on the front of the Palace. Although one wing of the Palace shows marked signs of the bombing attack during the Battle of Britain, the structure as a whole has suffered little. No fewer than five German bombs fell across the forecourt, one of which blew out a section of the Palace railings

ONE OF THE MOST TYPICALLY ENGLISH POSSESSIONS OF THE NATIONAL TRUST : An ancient half-timbered building in the Wiltshire village of Lacock, which was presented to the nation in 1944 by Miss Matilda Talbot. Lacock, about 3 miles south of Chippenham, has been, this summer, the mecca of painters and photographers, and many thousands of people engaged in West Country walking tours have plotted their course through the old village. The National Trust property comprises 316 acres, including Lacock Abbey, most of the village, Bowden Hill and Bewley Common. It was at Lacock in 1839 that Fox Talbot invented the photographic process which was called after him. He was a contemporary of Daguerre

REPAIR WORK LEADS TO A DISCOVERY AT HAMPTON COURT—THE BELLFOUNDER'S NAME IS IDENTIFIED: An artist's impression of scaffolding round the turret containing the celebrated astronomical clock installed by Henry VIII. Work on the cleaning of the dial is in progress. During the recent cleaning and re-hanging of the bells an almost indistinguishable founder's mark was observed on the two quarter bells. A tracing of the mark was made by the contractors, and it has been identified with the name of William Culverden. *On left*—**A close-up of the belfry**—*Drawings by Dennis Flanders*

William Culverden was a sixteenth-century bell-founder, whose foundry shield was probably the most elaborate of its time, and certainly the most subtle. The discovery of this shield during cleaning work on the bells at Hampton Court has naturally aroused interest among campanologists, as this is the first time that their foundry of origin has been identified. Culverden's shield is a bit of a puzzle, but its ingenuity has been explained by A. D. Tyssen in the following manner: The centre of the shield is occupied by a large bell, on which the letters FOWN of the word founder are visible: below are a W and a figure of a bird. On either side are inscribed the words FN DNO COFIDO with a trefoil and DE below: and in the base is a mark like two P's conjoined, one being reversed. The name of Culverden being known as that of a founder from records of the period, it was ingeniously pointed out that culver is an old English word for "pigeon," the kind of bird here represented. Combined with the W and DE we thus get "W. Culverden." Now the significance of the text is apparent, for the Vulgate of Ps. x (xi), i, runs: *In Domino confido; quomodo dicite animae meae, transmigra in montem sicut passer.* The other two marks are unexplained, but the trefoil may indicate a reference to the Holy Trinity, Culverden having had relations with the Priory of that name in Aldgate

EGYPTIAN HOTHEADS IN CAIRO AND NEW YORK

And Other Aspects of the Foreign News

ANTI-BRITISH DEMONSTRATIONS IN CAIRO : The Muslim Brotherhood and students of El Azhar University seen during the demonstrations in Cairo, when they attacked the British Government for its attitude towards Egyptian claims upon the Sudan

ADDRESSING THE CROWD IN ABDIN SQUARE, CAIRO : Demonstrators of the Muslim Brotherhood and students of El Azhar, who met together to organise anti-British feeling. While Nokrashy Pasha, the Egyptian Prime Minister, and Sir Alexander Cadogan, the British Representative, were meeting at Lake Success, there were outbursts of popular feeling both in Cairo and Alexandria, the Muslim Brotherhood being joined by the lowest elements who seized the opportunity to stone the police and to loot shops

AN UNRULY ELEMENT AT LAKE SUCCESS : Mustafa Momen (left) holding up a letter which he had brandished in the face of the Egyptian Prime Minister during the meeting of the Security Council on the Anglo-Egyptian dispute. Momen declares that the letter is written with the blood of members of his organisation, "Front of the Nile Valley." The twenty-five-year-old Muslim had to be ejected from the Council Chamber after his outburst in the course of a speech by Nokrashy Pasha

"JUSTICE FOR OUR PEOPLE!" These were the words shouted by the Muslim, Mustafa Momen, who is seen (centre foreground) interrupting a session of the United Nations Security Council at Lake Success. He was eventually put in a car, driven to the centre of New York, and let loose

THE UNITED STATES PEACE MISSION TO INDONESIA : Dr. Walter A. Foote, the United States Consul-General in Batavia and the leader of the Mission, conferring with Dr. Soekarno (right), the President of the Indonesian Republic, and with Amir Sjarifoeddin, the Republican Prime Minister. Since this meeting the rival claims of the Indonesian and the Netherlands Governments have come before the United Nations, and Dr. Sjahrir, the former Indonesian Premier, has called for a withdrawal of the Dutch troops to the 1946 line. The Indonesians were only admitted to the debate after a discussion in which the Dutch claimed that, having no sovereign status, the Republicans had no right to be present

AFTER THE FIRE IN THE REICHSWALD : Burnt-out forest country on the German-Dutch border, where 200 firemen, assisted by detachments of British occupation troops, were engaged for several days in trying to combat the flames. Owing to the existence of large numbers of mines in this battleground of the last days of the war the fire-fighters were handicapped considerably in their work. The fires were attributed to the long summer drought. Running across the centre of this picture are the remains of a German infantry trench

HOLDING TOGETHER THE EARTHQUAKE-LOOSENED WALLS OF THE CHURCH OF THE HOLY SEPULCHRE: Steel struts anchoring the celebrated Crusader church, the traditional site of the Crucifixion and burial of Christ in Jerusalem. After twenty years in this condition plans are ready to effect a complete restoration of the great shrine

SUPPORTING THE STONE FAÇADE DANGEROUSLY LOOSENED BY THE 1927 EARTHQUAKE: Steel girders which prevent the collapse of the Church of the Holy Sepulchre in Jerusalem. The 1927 earthquake shook the ancient walls so badly that the Palestine Government hastily shored up the collapsing walls with beams of steel and wood that still mar the beauty of the church. Repairs until now have been thwarted because the various church communities could not agree on the method and extent of the refurbishing. The scaffolding has for two decades hidden the enchantment, if not beauty, of the iridescent mosaics, the semi-dark crypts and aisles and the tarnished gold and worn red velvet trappings of the numerous altars. An English architect completed in August his examination of the church, and his report has been submitted to the six sects which hold sway in the Sepulchre Church. The Palestine Government declares that it has funds to begin reconstruction at once

MARGARET TRUMAN MAKES ANOTHER PUBLIC APPEARANCE: The daughter of the President of the United States taking part in an orchestra rehearsal on the stage of the Hollywood Bowl prior to appearing at a public concert. On the right is Eugene Ormandy, conductor of the Philadelphia Symphony Orchestra. Miss Truman has already shown that she is a soprano of merit despite her obvious inexperience. She has been offered extravagant film contracts, but up to date her father has not allowed her to accept them, on the grounds of public policy

GENERAL EISENHOWER INVESTIGATES THE ACTIVITIES OF HIS MEDITERRANEAN THEATRE COMMANDER: This dramatic picture was taken at Pisa Airfield, North Italy, as Lieut.-General John C. H. Lee, C.-in-C. of the U.S. Forces in the Mediterranean, greeted General Ira T. Wyche (right) on the latter's arrival from the United States to investigate allegations regarding Lee's command. The decision to carry out this investigation was made by General of the Army Eisenhower on his recent return from Alaska. The criticisms of Lee first appeared in the Scripps Howard Press, and included references to Lee's three houses in Rome, Florence and Viareggio, and the high standard of living maintained by himself and members of his staff. It was also alleged that the enlisted men were crowded in ill-equipped barracks, and were poorly fed in overheated messes

A HULK PLAYS ITS PART IN THE SHARK-LIVER INDUSTRY : One of the ancient cutters pressed into service by the fishermen of La Paloma, on the Uruguayan coast. The shark-liver industry, providing vitamins for Uruguayan children, was started in the war when Uruguay was unable to obtain cod-liver oil from Norwegian refineries

THE SHARK-HUNTERS OF LA PALOMA

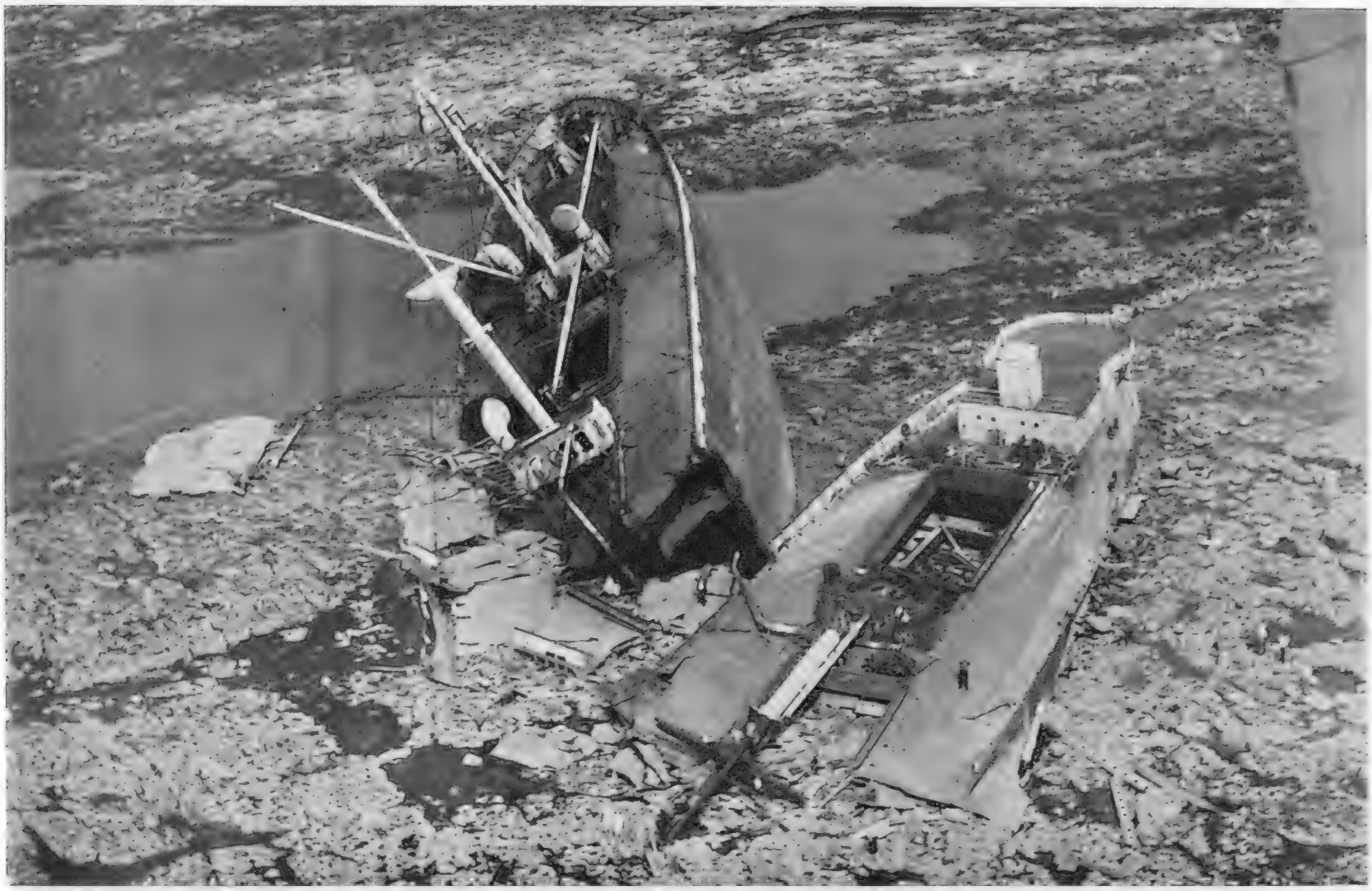
A New and Flourishing Uruguayan Industry

A MONSTER SPECIMEN : The liver of a giant shark caught off the Uruguayan coast. As the sharks are caught they are degutted on board the cutters, and the initial refining process takes place as the boats make their way back to their home port of La Paloma

YOUNG SHARKS ARE BROUGHT TO HOOK—BRINGING IN THE CATCH OFF THE URUGUAYAN COAST : *Left*—Two specimens being hauled up the side of the cutter, and (*right*) a violently struggling shark is expertly thrown into the hold. The job can be highly dangerous, for the fish sometimes reveal a superhuman strength in their death throes

The properties of cod-liver oil are known the world over, and it has long been highly regarded in the South American states, particularly Uruguay, as a means of combating rickets and tuberculosis among children. During the war the disruption of Atlantic traffic made it impossible to import cod-liver oil into Montevideo from the Norwegian refineries, and as a result the Uruguayan chemists sought an alternative. They found it in shark-liver oil, and at one bound a new industry leapt into being off the Uruguayan coast. At La Paloma, a fishing port about 250 kilometres from the capital, the industry established its headquarters, and hundreds of old cutters and other craft were hustled into service to meet the vitamin needs of the nation. To-day Uruguay has the means of producing all the shark-liver oil she needs, and it is doubtful if she will ever go back to the cod products of the northern seas upon which she was once dependent

On right—**ON THE FLENSING TABLE OF THE SHARK-CATCHING VESSEL : Skilfully and speedily the liver is cut from a newly-caught shark. This is a particularly small specimen**



THE TASK OF SALVAGING THE REMAINS OF THE "SAMTAMPA"—THE AMERICAN FREIGHTER LYING ON THE ROCKS AT SKER POINT, NEAR PORTHCAWL, SOUTH WALES, WHERE LAST APRIL SHE WAS WRECKED WITH TRAGIC LOSS OF LIFE: To-day the Bristol Channel Salvage Company is gradually removing the steelwork from the "Samtampa," but it is a slow business which can only be accomplished between tides. Sightseers are said to be impeding the work

THE SALVAGE OF THE SEAS

All that Remains of the *Normandie* and the *Samtampa*

When the *Samtampa* broke up in the April gales off Sker Point, South Wales, there was enacted one of the saddest episodes of the sea in modern times. Not only did the crew of the *Samtampa* lose their lives, but, it will be remembered, the men of the Mumbles lifeboat, who made two determined attempts at rescue, were drowned when their boat capsized only a few yards from the ill-fated freighter. To-day rotting oil-covered life-jackets and splintered hatch covers mark a path to the wreck, and there has been criticism on Porthcawl Council regarding the way in which sightseers are being swindled by "mercenary minded loafers" offering to show visitors round the wreckage. These sightseers, it seems, have hampered the Bristol Channel Salvage Company in their work of cutting up the vessel for scrap. The Company is working against time before the onset of the autumn gales. The 83,000-ton French liner *Normandie*, for a brief spell the largest vessel on the Western Ocean, has now almost disappeared in the hands of the Lipsett shipbreakers of Newark, New Jersey. She cost £15,000,000 to build and equip, and in her heyday lost money. Even when it was decided to scrap the vessel there were long delays before the Lipsett Company came forward with an acceptable bid

THE ONCE-PROUD "NORMANDIE" IS STRIPPED ALMOST TO HER KEEL PLATE: This is all that is left of the former French liner, which lies in a ship-breaking yard at Newark, New Jersey. During the past eight months wrecking crews have broken her up for scrap with acetylene-cutting apparatus, and soon even her keel plate will have gone off to the steel foundries of Pennsylvania and Ohio. The "Normandie" was damaged by fire in 1942, and afterwards she capsized in New York harbour through weight of hose water. Soon after being raised to the surface the U.S. Maritime Commission decided to scrap her

A NEW TYPE OF LINER TO BOOST BRITAIN'S EXPORTS

The S.S. "Athenic" Takes 85 Passengers and 1,300 Cars on Her Maiden Voyage to New Zealand

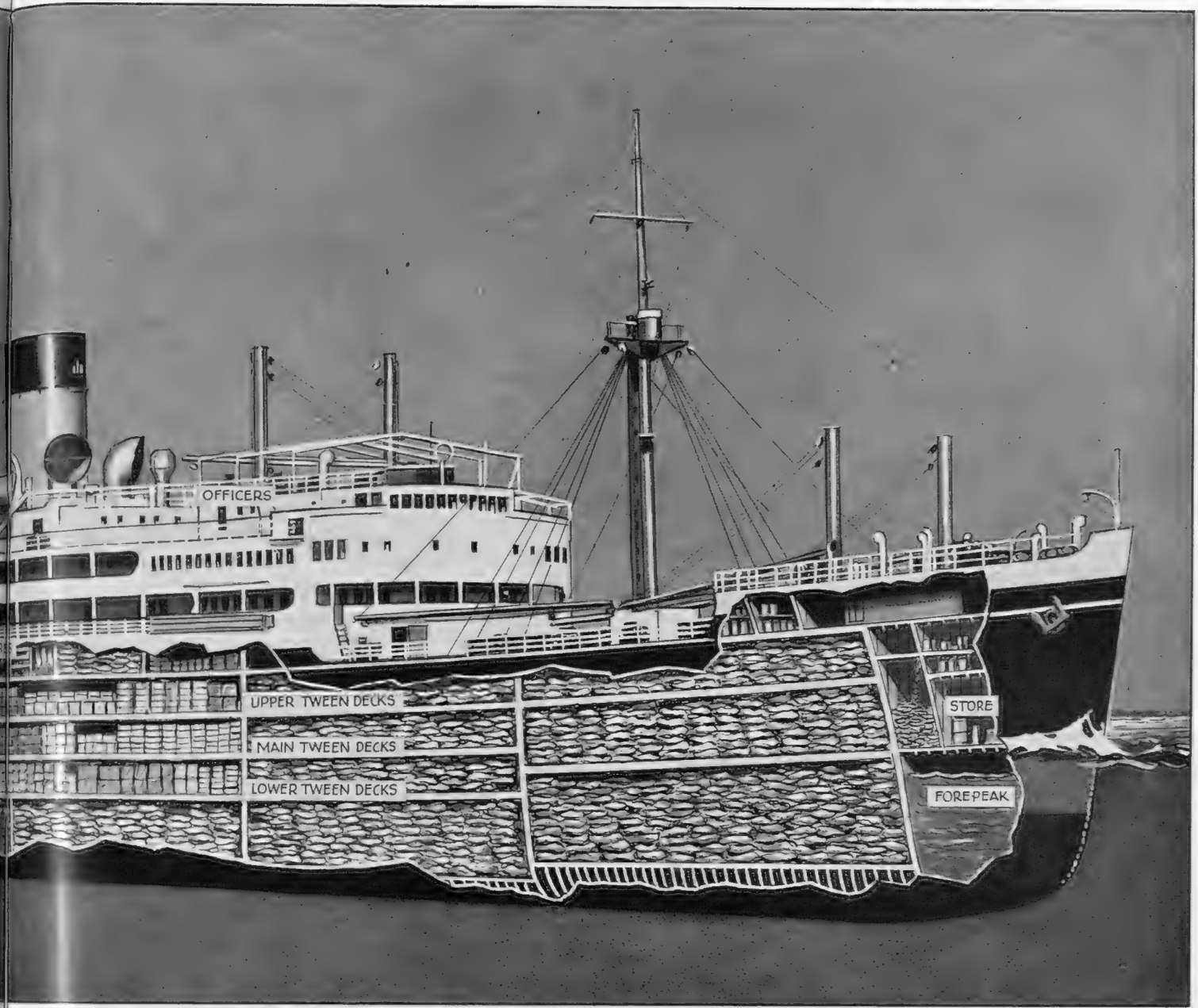
In the days of successive booms and slumps between the wars there were times when liners on our Imperial routes travelled with a handful of first and third-class passengers, and although the holds were full, the voyages were not commercially profitable. What the future has to offer the big shipping companies, particularly in view of the development of civil aviation, is problematical, but Shaw Savill are making a bold attempt to anticipate events with their four new liners of 15,300 tons. The *Corinthic* and *Athenic*, and the *Ceramic* and the *Gothic* (now on the stocks) are essentially cargo-carriers, designed to play their part in the export trade and to bring in vital food imports. At the same time they offer luxury accommodation for eighty-five first-class passengers. The idea in principle is not new, having been practised on a modified scale by the Norwegians, but the ratio between passengers and cargo constitutes a distinct and important departure in shipbuilding practice. To accommodate cabin-class passengers the same company are making alterations to the *Tamaroa* and the *Mataroa*, and it is understood that in future they will carry 450 passengers, compared with 140 hitherto. The *Athenic*, now on her maiden voyage, has gone to New Zealand *via* Curacao and the Panama Canal. Her return trip, with refrigerated Dominion produce, will be by the same route.

THE "ATHENIC" LOADS UP IN LONDON RIVER: The new Shaw Savill liner surrounded by lighters at the London Docks as she took on cargo preparatory to leaving on her maiden voyage to New Zealand

THE S.S. "ATHENIC" NOW ON HER MAIDEN VOYAGE TO NEW ZEALAND—A SECTIONAL DRAWING OF of a class of four ships of a new type, can carry 13,000 tons of cargo and eighty-five first-class passeng present voyage the "Athenic" is carrying 1,300 British-built cars, 50 tractors, 6,000 tons of bridging equi

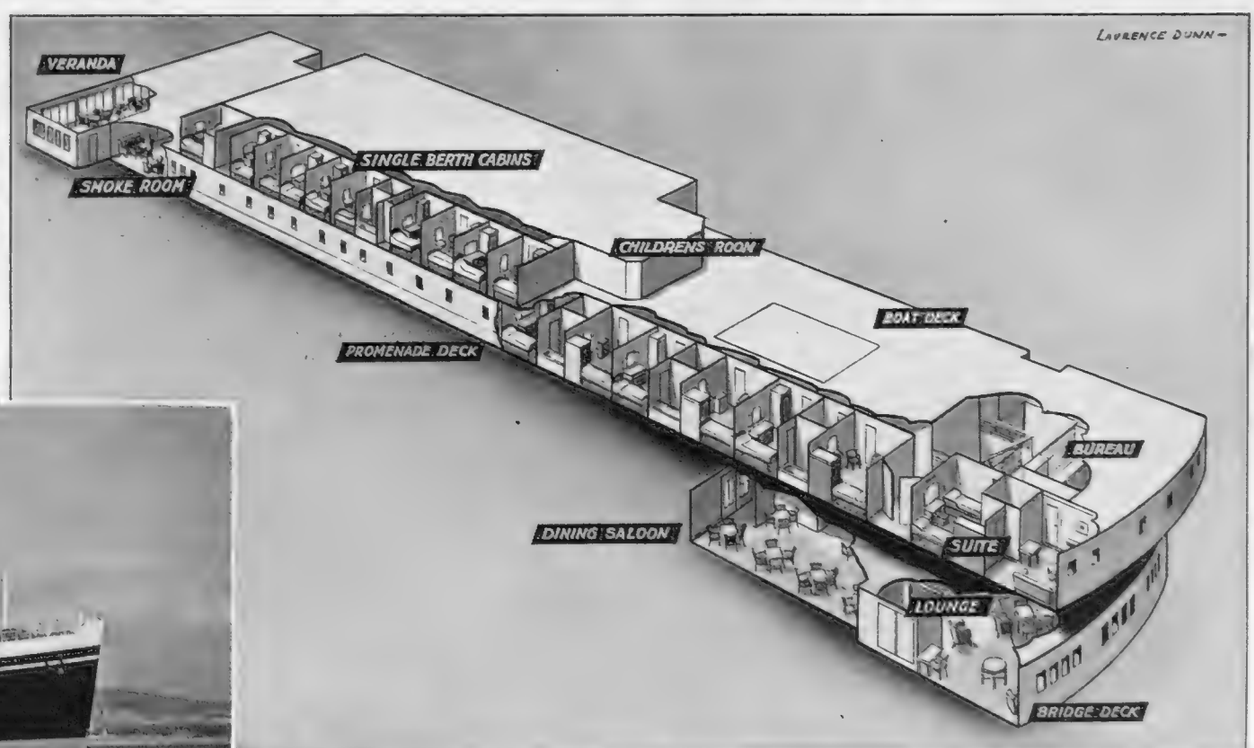
On left—LOADING UP AT ROYAL ALBERT DOCK: Cars from the Dagenham works about to be put aboard the "Athenic" prior to her departure for New Zealand

Below—A NEW AND VITAL LINK IN THE IMPERIAL CHAIN: The S.S. "Athenic" seen at the time of her acceptance trials. There are to be four ships in the class. The "Corinthic" is already built, and the "Ceramic" and "Gothic" are still on the stocks. The "Athenic" has a normal service speed of 17 knots



THE NEW 15,300-TON LINER WHICH HAS BEEN BUILT AT BELFAST BY HARLAND AND WOLFF FOR THE IMPERIAL SERVICES OF SHAW SAVILL: The "Athenic," one ers, being designed to solve some of the problems created by rising costs of construction and the uncertainties due to the development of air transport. On her iment, and a full complement of passengers. This drawing shows the lay-out of the cargo holds, and relationship to the passenger accommodation—*Drawing by Laurence Dunn*

On right—
This sectional drawing, looking aft, shows the lay-out of the passenger accommodation on the *Athenic*. Uppermost, on the boat deck, are grouped twenty-two cabins. Some are single and others double-berth ones, and many are so fitted that extra Pullman berths can be added if required. On the promenade deck, below, there are two long rows of state rooms. The bar, not shown in the diagram, is situated on the port side. The two other public rooms are situated one deck lower and at the forward end of the superstructure

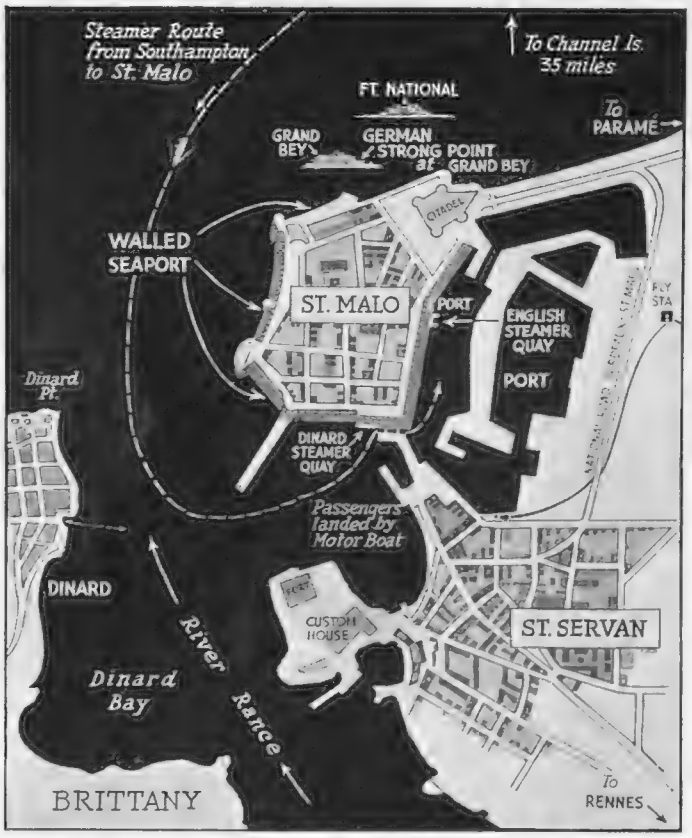


THE SPACIOUS PUBLIC ROOMS OF THE "ATHENIC": The general lay-out of the accommodation provides for eighty-five first-class passengers. A feature of the public rooms is the modern system of fluorescent lighting. The decorative design is quietly modern. In some of the rooms selected veneers of fine woods have been used. Another special feature of the accommodation is the children's playroom—*Drawing by Laurence Dunn*

THE PORT OF ST. MALO AND ITS ANCIENT RAMPARTS AS THEY APPEAR IN 1947: An artist's impression of the fortress, which suffered severely during the war, the Germans causing immense havoc before they withdrew. The problem of reconstruction is being tackled, however, with speed and determination. On the right of this sketch is the cathedral, the main structure of which remains although the steeple was destroyed. In the foreground on the right is St. Malo's only surviving large mansion. The regular steamer service between Southampton and St. Malo was restarted this summer—*Drawing by Percy Home*

BRITAIN RENEWS HER SEA LINK WITH OLD ST. MALO

Restoring the Cross-Channel Service to the Much Damaged Breton Port



THE PORT OF ST. MALO: St. Malo lies at the mouth of the River Rance, which pierces the western side of the Emerald Coast. It is entirely encircled with walls, and it is now connected with the mainland by a narrow causeway, known as the Sillon, which carries train- and tram-lines leading to Rennes on the east and the neighbouring town of St. Servan in the south. Across the Rance is the pleasant holiday resort of Dinard

Great efforts are being made in North-East Brittany to restore the ports and seaside towns to their former attractiveness and efficiency. Especially is this the case at St. Malo, the ancient walled "corsair" city at the mouth of the River Rance. The war hit St. Malo very severely in August of 1944. The older fortifications of the city had been strengthened by the German Command; on August 6 the Allied Armies attacked these positions, which were captured one after another. The defence then crystallised on the city itself, the buildings of which began to suffer severely. After a few days the Germans left, and the whole place burst into a mass of flame. On the 14th St. Malo was liberated. Then the citizens were able to take stock of what had happened to their historic and once picturesque city. To mention one outstanding loss, out of thirty of the magnificent "hotels des Corsairs," only one, by a seeming miracle, had escaped. That was the Hotel d'Asfeld, a massive, stately building which still rises above the walls. This line of buildings was a striking feature of pre-war St. Malo. They were constructed about 1715-24, during the adventurous corsair period. Several names stand out from the list of St. Malo's maritime heroes—Duguay-Trouin and Surcouf call for special attention. The statue of Surcouf, intrepid naval raider, still stands below the walls, the base of the statue rising from a sea of stone fragments which has submerged the local tramway line.

LINKING ENGLAND AND THE BRITTANY COAST: The "Falaise," first post-war vessel of the Southern Railway Fleet, recently made her maiden voyage to St. Malo. To mark the occasion there were civic festivities in St. Malo, and the Mayor of Falaise was received aboard the vessel. The "Falaise," built by Denny Brothers at Dumbarton, is remarkable for her stabilising equipment, which considerably reduces the ship's roll—*Drawing by Gordon E...*

A FRENCH CRABBER BREAKS THE RULES: The Fishery Protection vessel H.M.S. "Lennox" taking in tow the fishing-boat "Paul," of Camarat, which she encountered within the three-mile limit off the Bishop's Rock Lighthouse. The "Paul" was taken to Penzance and the crew had to face charges of illegal fishing before the Penzance magistrates

THE TAPESTRY WEAVERS OF MALINES

A Modern Industry that is Carried On in the Ancient Traditions of the Craft

Malines, the ecclesiastical capital of Belgium, in the See of the Primate of Belgium, lies 13 miles N.N.E. of Brussels, in the province of Antwerp. It is associated with the lace industry by its Flemish name of Mechlin, but this industry has now been largely transferred to Brussels. Malines is still an important railway junction, but it has lost its high place in the commerce of the country, although furniture, linen and woollen fabrics, beer and needles are made there. The pictures on this page illustrate one of the industries that remains and is appropriate to the quiet cathedral town. The firm of Braquenie carries on the trade of tapestry weaving in the great traditions of the past. The looms and frames are little changed, and the multi-coloured threads of wool, cotton and silk are still worked in the same way. Restrictions on luxury goods have limited the output, but tapestries from Malines still go to such places as South Africa, Australia and South America. It was a tapestry from the firm of Braquenie that was presented to Mr. Winston Churchill when he visited Brussels about this time last year. The weavers are all women and girls who are apprenticed to the trade from the age of twelve. A large tapestry, such as that illustrated in the picture on the left, may cost 88,000 francs and will take six girls not less than eight months to make.

TAPESTRY WEAVERS OF MALINES WITH A NEWLY COMPLETED PIECE: Called "Gideon," this beautiful example of the tapestry weaver's art measures 10 ft. by 9 ft. 4 ins. and is valued at 88,000 francs. It was made by the firm of Braquenie

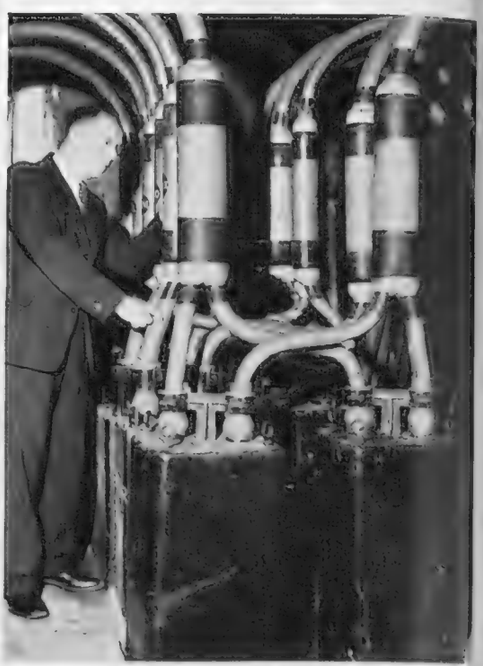
AT WORK ON TWO OF THE LARGER TAPESTRIES: The simple tools of the craft are placed near to hand. Multi-coloured wool, cotton and silk are used in the process, which is carried out entirely by women

WOMEN WORKERS IN A TAPESTRY FACTORY: The procedure is little changed from the methods of the great tapestry weavers of the past. Here, weavers are seen at work on some of the smaller tapestries, which are stretched over the rollers

ANOTHER BEAUTIFUL TAPESTRY FROM THE FIRM OF BRAQUENIE IN MALINES: The subject is St. Hubert and the tapestry is valued at 13,450 francs

LONDON'S TELEPHONE TUNNEL

And Other Home News of the Moment



LONDON'S SECRET TELEPHONE TUNNEL: Completed in 1943 at a cost of nearly £200,000, this tunnel carries 50,000 telephone wires at a depth of 100 ft. below the surface from Holborn Telephone Exchange, near Kingsway, to Faraday Building, Queen Victoria Street. The cables were thus safe from any form of bombing, and easy of access should anything go wrong. *On right*—**One of the larger junction points**

Lines from every important point in Britain converge on the new exchange at Faraday Building. All cables from overseas converge at Holborn. When the war started, the vital link between these two focal points was only 16 ft. below ground. If this was cut by a luckily-aimed bomb, Britain's telephonic communication with the outside world would go too. So in 1939 it was decided to build a £200,000 steel and concrete tunnel out of the range of every imaginable bomb. Along this tunnel, finished in 1943, went Mr. Churchill's private line, known as Churchill's Cable, through which he kept in constant touch with President Roosevelt, and over 200,000 other lines. The link was so successful that to-day it carries all Britain's peacetime overseas traffic. In the construction of this tunnel, 100 men worked night and day throughout all the air attacks at that time. Although no special difficulties were encountered, the soil round the shaft had to be "frozen" to prevent the workings from being flooded. At one point the tunnel passes under the old Fleet River. The Holborn tunnel is part of a general policy to put trunk, toll and junction cables underground. It holds sixty-two cables and is capable of holding fifty more of maximum size. The soil excavated in its construction was dumped on a building site in North-West London

WHATEVER THE WEATHER IN THE STREETS ABOVE, THE TEMPERATURE HERE IS ALWAYS 56 DEG. FAH.: Another view of the 12-ft. diameter telephone tunnel linking 50,000 telephone wires between Holborn and the Faraday Building

A COOL JOB FOR A HOT DAY: Farmer P. B. Frost, of Warner's Farm, Great Waltham, Essex, is seen adjusting the high-pressure centrifugal pump with which he draws water from the stream to irrigate his farm by fine-spraying

FARMER FROST'S IRRIGATION SYSTEM GOES INTO ACTION: One of the two "rainers" used at Warner's Farm, Great Waltham, to spray the crops over a radius of 30 ft. at a time, at a rate of 200 gallons of water per minute. Farmer Frost installed the equipment at a cost of £1,000, and it is already paying handsome dividends. A Diesel engine drives a high-pressure centrifugal pump, forcing the water along a metal pipe-line to the two "rainers." The apparatus can be moved to cover any part of the farm, and it resulted in Mr. Frost getting his early peas to market in time for the very best prices

EVIDENCE OF THE DROUGHT IN THE MIDLANDS—THE DERWENT AND LADY BOWER RESERVOIR SPILLWAY AT BAMFORD AS IT APPEARED IN MARCH 1947 (*left*) **AND AS IT APPEARED AT THE END OF AUGUST 1947** (*right*)**: In the left-hand picture the water is pouring over in a solid sheet, and in the right-hand picture it will be seen that the level of the reservoir has fallen many feet, exposing a big area of the foreshore, including a long concrete causeway. Bamford supplies water to the counties of Leicester, Nottingham and Derby, and the city of Sheffield is also dependent upon it. The reduction in water supply in the rural areas has particularly affected farmers, who report that it has led to a serious decline in the milk yield. Manchester's reservoir at Woodhead, in the Pennines, is another that has shown a big drop in supplies, and by the end of August, all Britain had an "official" drought**

A BAD END FOR THE "PRESENT FRIEND"—AN ADVENTURE SHIP COMES TO GRIEF IN THE HELFORD RIVER: Dreams of a new life sailing the South Seas were shattered for six young ex-Servicemen and an ex-war worker when they saw this £5,000 trawler, "Present Friend," sink to the bottom of Helford River in Falmouth Bay. Some months ago the seven men pooled their savings to purchase the *Present Friend* and spent a further £600 refitting her. They were making their way from Bristol to Littlehampton before setting off for Brazil and the South Seas, when the ship sprang a leak off Land's End. They made for Helford River and put the ship on the Bar for the night. When they awoke, their bunks were awash and they had time only to scramble into a dinghy before the ship slid into deep water and sank. They salvaged some of the sails and from them made a tent in a nearby field, where they are living. Their ship was uninsured

PILLARS OF THE RED SHIELD ARMY: General and Commissioner Mrs. Orsborn aboard the "Llandovery Castle" before leaving on their African tour. General Albert Orsborn, International Leader of the Salvation Army, and Mrs. Orsborn (formerly Commissioner Mrs. Philip Taylor) are now on their way to East Africa, Kenya and South Africa, on the liner *Llandovery Castle*, following their marriage last month. The sixty-year-old General, who was elected to the post of International Leader in 1946, recently made a tour of United States Salvation Army Headquarters, and was received by President Truman. He is the sixth General to command the Army

AN UNUSUAL INDUSTRY IN THE WEST COUNTRY: Joyce Surl, who works with her father in the little Gloucestershire hamlet of Woolstone, preparing pith sticks for despatch to instrument makers. These sticks are required in the watch industry and also by scientific-instrument makers. They are used for pressing small pivots and spindles into the pith to remove grease and dirt before assembly

ONE OF THE KEYS TO BRITAIN'S EXPORT TRADE—VAUXHALL CARS AND BEDFORD TRUCKS PILING UP AT LUTON FOR TRANSPORTATION TO THE LONDON DOCKS: In spite of the numerous difficulties brought about by lack of materials and lack of labour, British motor-car factories are achieving new production records every month. Now that the ban on the basic petrol ration has released even more cars for export, the industry becomes even more vital in the economic Battle of Britain, but the markets are not automatically at our disposal, for many of the countries which would normally be buyers are without the necessary hard cash. This year, Vauxhall's will probably produce at least 30,000 cars. A big consignment recently left for New Zealand in the new liner "Athenic," bound on her maiden voyage

GLOUCESTER CATHEDRAL FROM THE EAST—LOOKING ACROSS THE CLOSE TO THE MAJESTIC CENTRAL TOWER, THE PRESBYTERY AND THE LADY CHAPEL OF HOLY TRINITY: To-morrow (September 7) the Cathedral is to be the scene of the opening of the first Three Choirs Festival held since 1939, and the sacred concerts will take place both in Holy Trinity and in the Shire Hall. The three choirs of Gloucester, Worcester and Hereford, which take turns to stage the Festival, are to be supplemented by the London Symphony Orchestra and the Jaques String Orchestra. The programmes range from the classics to modern compositions

Scene of the Three Choirs Festival, September 1947

GLOUCESTER CATHEDRAL

One of the Great Architectural Masterpieces of the West

The Three Choirs Festival was founded about the year 1720, being held alternately in the Cathedrals of Worcester, Hereford and Gloucester. This first post-war Festival is at Gloucester, and, as in the past, the profits will accrue to the benefit of widows and orphans of clergymen in the three dioceses. The Cathedral choir at Gloucester, "a perpendicular cage within a Norman frame," is probably unsurpassed by any other choir in England

THE GLORY OF THE PERPENDICULAR STYLE: *Left*—**The noble choir of Gloucester Cathedral and** (*right*) **the Lady Chapel**

BEAUTIFYING RIPON CATHEDRAL

Modern Figures Now Fill the Niches of the Choir Screen

A few weeks ago the Princess Royal visited Ripon Cathedral to unveil thirty-two figures which now fill the once empty niches of the Cathedral's choir screen. The figures are the work of Esmond Burton, the London sculptor, and their unveiling in the twentieth century completes the work of the fifteenth-century craftsmen who created the original screen. According to Dr. C. H. Moody, organist of Ripon Cathedral, the screen may now fairly invite comparison with anything of its kind in Europe, and it will be an example of the continuing genius of British craftsmen to generations yet unborn. The primary object of these screens may have been to create privacy for the clergy, but it is believed that the Medieval builders also had some other object in mind, some suggestion of symbolism, of spiritual things unseen. To the visitor to Ripon, this sense of mystery is deeply impressive. Dr. Moody, in a recent article on the subject, mentioned that colour would now be introduced to the screen, thus giving added life to the figures in a manner wholly in accord with church tradition

THE NEWLY-ADORNED CHOIR SCREEN OF RIPON CATHEDRAL: A general view of the screen since the unveiling of the thirty-two figures specially prepared for the hitherto empty niches by the London sculptor Esmond Burton. The bottom row of figures represents distinguished personages connected with the history of the Ripon See. These are detailed in the pictures at the foot of this page. The smaller figures in the top row depict, Thurifers, Singers and traditional old-time players of musical instruments

A MASTERPIECE OF ELABORATE DETAIL: A close-up of some of the figures in the upper row of the newly adorned Ripon screen. Each figure is playing a traditional musical instrument. They harmonise well with the fifteenth-century sculpture of the screen, and will do so to an even greater degree when the patina of time has settled on the new stonework. It is probable that, in accordance with tradition, colour will now be introduced to the screen

THE FOUR MAJOR FIGURES ON THE SOUTH SIDE OF THE SCREEN: (1) King Athelstan (895 to 940), who is reputed to have given Ripon its first Charter, conferring the right of Sanctuary. (2) King Henry II (1154 to 1189), who was the Patron of Archbishop Roger, the builder of the late Norman cathedral at Ripon. (3) King James I (1603 to 1625), whose Charters refounding the Chapter of the Cathedral are still in Ripon's possession. (4) Charles Thomas Longley (1836 to 1856), the first Bishop of the revised See of Ripon, afterwards Bishop of Durham, Archbishop of York and Archbishop of Canterbury

THE FOUR MAJOR FIGURES ON THE NORTH SIDE OF THE SCREEN: (1) Eadhed: Bishop of Ripon, 681 to 686. (2) St. Willibrod (657 to 738); trained at Ripon Monastery; proclaimed the gospel to the Frisians. (3) Thurstan, Archbishop of York (1114 to 1141), gave land from his Manor at Ripon to monks from St. Mary's Abbey at York, on which Fountains Abbey was built. He sent men from his manor at Ripon to fight in the Battle of the Standard, 1138. (4) Matthew Hutton, Archbishop of York when James I refounded the Ripon Charter in 1604, restoring the liberties of the Cathedral

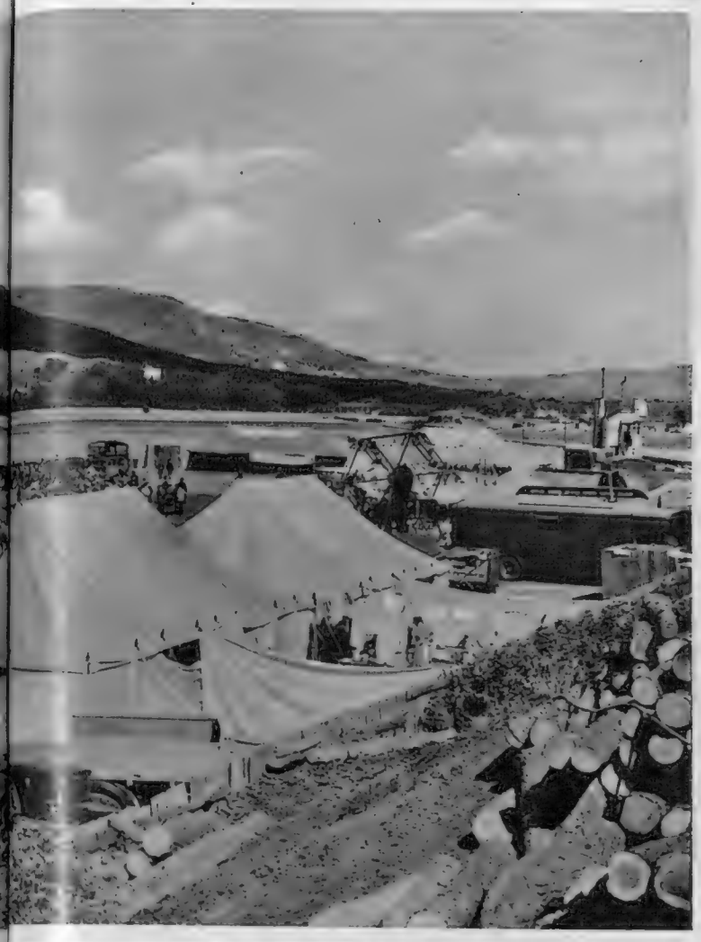
THE MEN OF DEESIDE CONGREGATE AT THE BALLATER GAMES—A GENERAL VIEW OF THE SPORTS IN PROGRESS IN MONALTRIE PARK: Competitors came from many parts of Scotland to compete at Ballater, but the function was not so largely attended this year as it was in 1946, as the King and Queen were not present. In the background of the picture are the wooded slopes of the Craigandarroch. Ballater lies about nine miles to the west of Balmoral Castle

BALLATER AND GRASMERE

The Season of Sports in the Highlands and the North Country

A WEIGHT OFF HIS SHOULDERS—THE SCOTTISH HEAVY STONE CHAMPION SHOWS HIS PROWESS: George Clarke in action in the Heavy Stone Championship at the Ballater Games. He is seen just after the moment of delivery, his right arm rigid at the follow through

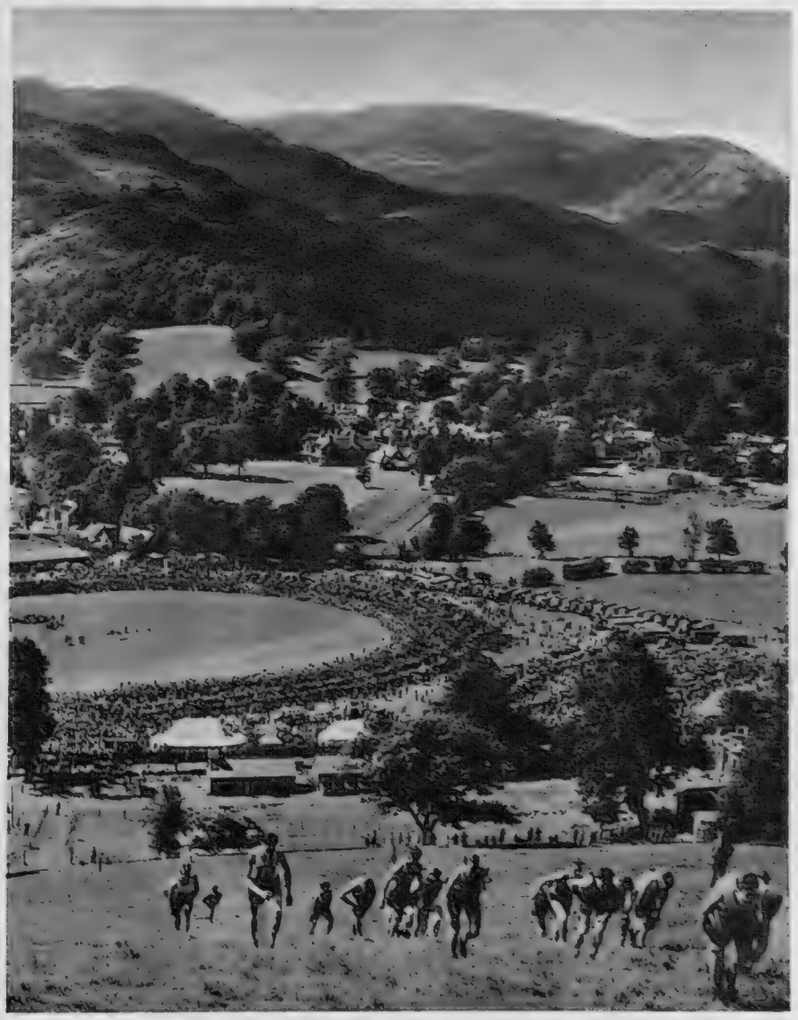
THE MACPHERSONS RALLY AT NEWTONMORE, INVERNESS-SHIRE—LED BY COLONEL A. K. MACPHERSON OF PITMAIN, THE CLANSMEN AND A BAND OF PIPERS MARCH FROM THE SCHOOL-HOUSE TO THE ANNUAL GAMES: Before the sports they were addressed by the captain of the clan for the day, and afterwards there were the usual contests. The standard of the Macphersons was borne by Mr. G. P. S. Macpherson, of Rugby fame. The present clan chief, the twenty-fourth in line of succession, is at present away in Australia. Colonel Macpherson, who led the march, is the vice-chairman of the new Macpherson Clan Association. The Macphersons, a branch of the ancient Clan Chattan, were once the hereditary enemies of the Mackintoshes. Their name has for centuries been prominent in the annals of Inverness. They fought vigorously for the Jacobite cause



THE COUNCIL OF THE CLAN MACPHERSON: They walked behind the Glasgow pipe band during the march to the games arena at Newtonmore. This was the first rally of the newly-formed Macpherson Clan Association. Major Nicoll Macpherson, M.P., is the Association's first hon. secretary

LADY MACPHERSON LEADS THE CLANSWOMEN: Marching to the games at Newtonmore during the rally of the Macphersons, when members of the clan came from all parts of Britain to participate in the proceedings

A FORFARSHIRE PAGEANT—RE-ENACTING A RED-LETTER DAY IN SCOTTISH HISTORY: The Barons of King Robert the Bruce kneel before the altar. An episode from the historical pageant presented recently amid the ruins of Arbroath Abbey and having as its central theme the signing of the Declaration of Scottish Independence at Arbroath in 1320 by King Robert the Bruce. Next to Holyrood the Abbey of Arbroath was the most richly-endowed monastery in Scotland. It was founded by William the Lion in 1178 in honour of Becket, and it was destroyed by the Reformers in 1560. As this picture shows, the ruins of the church are extensive



A NORTH COUNTRY SCRAMBLE—30,000 PEOPLE ATTEND THE GRASMERE SPORTS: Looking down on the vast arena as competitors in the Senior Guides Race started their climb to the summit of 900-ft. Butter Crag. The field is already beginning to string out as the men breast the precipitous slope in one of the most arduous of all North Country contests. On reaching the summit the field starts a break-neck dash back to the winning-post within the arena. This year the Grasmere sports included all the old-time competitions which have made them famous in the past, and, in brilliant August weather, there was a bumper attendance

COMBATING THE CEASELESS TOLL OF THE PITS

New Methods of Training Mine Recruits and New Safeguards Underground

By CHARLES GRAVES

THE two recent coal-mining disasters are still fresh in the public memory. As with their predecessors, there are automatically enquiries and post-mortems. Explosions are invariably caused either by fire-damp or coal-dust, or a combination of the two. Fire-damp, which is not unlike the gas used for domestic purposes, is compressed in the coal itself—in what are known as "gassy" mines. The coal-dust is produced in the process of cutting the coal and getting it down, and when held in suspension in the air it may form an explosive mixture. Precautions against explosions are good ventilation, strict regulations about the use of naked lights and electricity (in gassy mines), and stone dusting or spraying with water.

Coal-dust is now realised to have been the cause of the majority of the disastrous explosions in the history of the industry, and for years the danger has been studied in the experimental station at Eskmeals, Cumberland, and at Harper Hill, Buxton. It has also been the subject of intensive research by the British Colliery Owners' Research Association.

But who is responsible for safety in the coal-mines? By statute this is the affair of the mine manager; the responsibility for inspection lying with His Majesty's Chief Inspector of Mines and his divisional inspectors, electrical inspectors, medical inspectors and veterinary inspectors. Research is conducted by the Safety in Mines Research Board, among other bodies. Most people if asked what they thought this "research" meant would probably answer in terms of phials, retort stands and other laboratory equipment. It is nothing of the sort. Many thousands of pounds are spent each year in the practical investigation and improvement on anything from the sleepers on the haulage roads to roof control.

In spite of this, in a typical peace-time year, fatal casualties amount to about 1,000; and the seriously injured to three times that number. Of these, over seventy are killed and nearly 300 injured on the surface.

The powers of the mines inspectorate are unlimited. They are, therefore, sufficient. But the sub-managers and managers know that there are a number of things which the miners do which they are forbidden to do, but cannot be prevented from doing, because there is not enough discipline or possibility of using disciplinary action to enforce the regulations. It is impossible in practice to ensure that all the timber rules are carried out at the coal-face. Something must be left to the individual miner's sense of responsibility. As a result of an insufficient sense of responsibility, the distance between props is sometimes exceeded; the distance between the rows of props and the face is exceeded; the spragging (the shoring up) of overhanging coal is not always carried out properly. On the haulage roads the shackle-pins between the tubs, in fact the tub couplings, are not properly locked; the drag-bars on the last tub (necessary to prevent a runaway if anything goes wrong) are not always in position. Miners also walk along the haulage roads at unspecified times when haulage is going on and danger is present.

I am assured that at the present time there is little real discipline in the coal-mines. Penalties up to £5 are imposed by the local magistrates if the men have been reported, but convictions seem to act as no deterrent. In one coal-mine employing 1,650 men underground, it is only thought worth while to seek legal action in four or five cases a year, and in each of them the delinquent is an habitual breaker of regulations.

The research into new methods of accident prevention is very adequate, provided that proper co-operation is secured from the workmen. But the whole matter boils down to the usual familiarity and contempt. A good, keen workman is too apt to take risks to get on with his job; a slack one just does not care. The research into the improvement of roof control is exhaustive and varied.

Youths are given an exhaustive training in "safety first" or, as one managing director insisted, on the one and only right way to perform each operation—which is the safe way. For the first fortnight the syllabus of instruction for juveniles is concerned almost entirely with safety-first precautions. They are shown elementary geological formations, the relationship of rocks and coal, and taught the great importance of surveying at collieries. They are filled with information about the stratification of coal, the breaks, the folds and the dangers. They are given talks on the atmosphere, the particular gases encountered in the mines, the elementary principles of barometer and thermometer, the relation between mine gases and the safety lamp. They are taken on a tour to observe the downcast shaft and the upcast shaft and the air circuit of the mine. They learn the principles of the flame and electric safety lamps, the rules to be observed over their care, and the dangers arising from any abuse of such rules.

They are taken for another tour of the yards and sidings and told how to take care of themselves. The same routine is followed on the haulage tracks underground. After passing a written examination on this, they are given a talk on the various forms of power which give motion to wagons and trucks—gravity, man-power, horse-power and mechanical-power. They are shown the safe way to control the movement of tubs.

They have another tour in which their tutor points out any dangerous practices or observed weaknesses in safety precautions shown by the actual miners at work at that moment. They are told about moving and stationary engines, and then shown them in operation. The same procedure is followed with ropes, pulleys, sheaves, crossings, and partings; with signals, safety appliances, haulage regulations and notices; with raising, weighing, tumbling and screening coal; with loading coal into trucks, grading and washing it; with power-house boilers and winders, with repairs and renewal shops. After a fortnight of this the youths spend a fortnight underground. In some collieries there is a subterranean gallery where ample room is provided for the assembling later on. These include wood and steel roof supports, posts, wedges, and so on, together with the individual items which go to make up the haulage road, such as sleepers, safety points, bolts and clamps, not to mention the various tubs with their shackles, anchor chains and ropes. In fact, everything from the mechanical knocker to the steel cog is a copy of the real thing, including a conveyor belt, boring machine, pneumatic pick and sylvester.

For a fortnight the youths are taught all about the pit cage and the need for searching miners before they go below in case they have inflammable objects in their pockets; they are taught how to lay a length of track, how to look after a haulage engine, how to operate jigger conveyors, how to move the tub along the track, how to control it, and how to operate the safety appliances. After an examination on this, each trainee accompanies the safety officer underground, and uses every kind of tool, shovel, hatchet and pneumatic pick. They then help in filling coal on to the jigger machine and on to the belt machine. They are taught how to throw the rubble away, how to remove the roof supports, and how to build the pack tight to the roof; they are taught all about driving and haulage engines, all about ventilation, all about everything. Once again they are given an examination.

The first-aid and rescue services are sufficient and efficient. At the typical mine there are first-aid men from a number of St. John Ambulance Divisions trained by voluntary effort and paid for their services. On every shift and in every part of the coal-mine there must be at least one St. John ambulance man to fifty workmen.

On the surface there are permanent ambulance men, with a doctor available at five minutes' notice. But I see no reason why the big undertakings should not have their own resident doctor, whose full-time job it would be to look after the employees. Perhaps the answer to this is that there are not enough injuries to make it worth while.

Some colliery undertakings have their own hospital. I visited one in Northumberland with sixty beds, one whole ward of which was purely for the female relatives of the colliery employees. The matron told me that 45 per cent. of the casualties are lacerations and other injuries to the hands. Other reasons for admission to the hospital are strained backs, occasional spine injuries and gastric trouble.

The conservative tradition of the miners shows noticeably in the question of the extent to which protective clothing is used. In Northumberland only 65 per cent. of the men wear the safety helmets, sometimes known as hard hats, which save one from all kinds of knocks, bumps and gashes; though in the Midlands and South Wales the wearing of them is often compulsory. In South Wales only four men out of five wear safety boots, though they can buy them on the instalment plan at cost price. As for protective leather gloves, only 5 per cent. of the men use them, except those engaged in screening. Knee-pads are unpopular, except in thin seams of coal; shin-guards are never used; yorks, the leather straps worn underneath the knees to prevent coal-dust ascending the thigh, are largely dying out; and only two men in a thousand wear overalls. The rest use any old clothes, or practically no clothes at all. Half of them are not dressed sufficiently to cope with the draughty pit bottom, much less the surface coldness in winter after leaving the warmth of the coal-face.

The miners, as I have already shown, take chances because of the familiarity which breeds contempt.

The effect of mechanisation upon the accident rate is more or less nil under an intelligent supervision, except for the danger period during the original installation of the mechanical coal-cutters and conveyors. This danger period may last for several months because the men do not understand the application of the new type of machine. On the other hand, the installation of machinery automatically demands better roof control, so that there should be fewer injuries from falling top coal or falling roof.

The exact effect of mechanisation on the accident rate is worked out by totalling the number of lost days and dividing it by the number of accidents. The lost days may be anything from the loss of one shift's work per individual to the latter's loss of four months. But examination shows that once the men have learnt mechanisation the accident ratio is distinctly less.

Fortunately, the trend of the fatal accident rate per 1,000,000 tons raised has been definitely downwards. It has, in fact, been halved in sixty years.

The best news of all in connection with the annual toll of the coal-mines is that silicosis is to be tackled seriously in the very near future. This dread disease has caused deaths all over the world, not only in South Wales. In Canada and the United States there is a theory, pretty well borne out in practice, that aluminium dust in fine suspension can do much to prevent and alleviate silicosis. So far no real-planned experiments have been made in this direction, but they are to be started this winter not only among the coal-miners in South Wales, but also among the copper-miners in Cornwall and the pottery-workers in Staffordshire.

MINE COMES TO THE AID OF MINE—THE RESCUE SQUAD FROM ASHINGTON, NORTHUMBERLAND, UNLOADING THEIR EQUIPMENT ON ARRIVAL AT THE WILLIAM PIT, CUMBERLAND, TO HELP BRING OUT THE VICTIMS OF THE DISASTER: They brought with them breathing apparatus, liquid oxygen and powerful lamps. Over 100 men lost their lives in this disaster, and eight days later came the Annfield Plain tragedy in County Durham

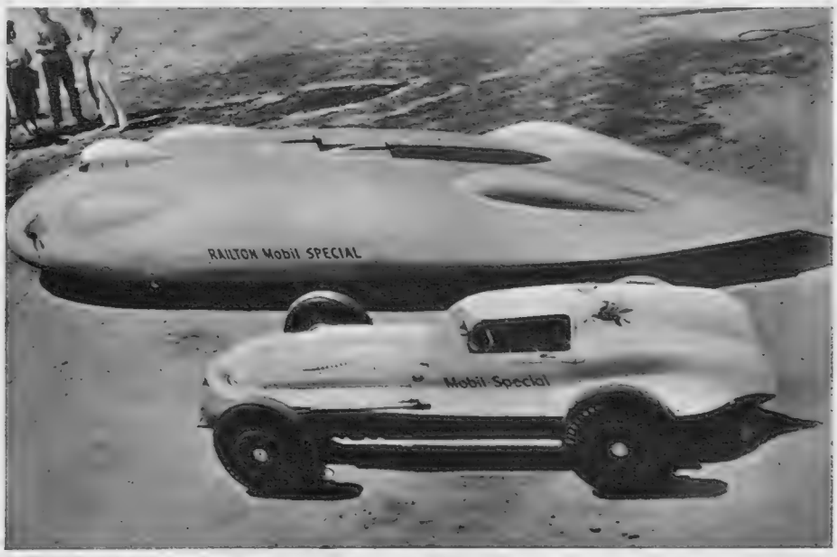
JOHN COBB'S NEW RECORD ATTEMPT

And Other News of Motoring Interest

THE MOBIL SPECIAL IN A TEST RUN ON BONNEVILLE SALT FLATS: With Bud Winfield, its designer and builder, at the wheel, it speeds past the "electric eye" timing apparatus. The Mobil Special weighs 1,900 lbs. and attains 550 h.p. It has already made a new American record of 163·34 m.p.h. for the flying kilometre in a test run, and is being prepared for Ab. Jenkins' attempt on the 12-hour endurance record

Two record attempts are to be made on the Bonneville Salt Flats in Utah. Ab. Jenkins, with his Mobil Special, is out to beat the twelve-hour endurance record, and John Cobb will try to raise his own world land-speed record of 369·7 m.p.h. with the Railton Mobil Special. The Railton is powered by two Napier aero engines, and Cobb hopes to attain 400 m.p.h.—over 30 m.p.h. faster than the speed he achieved in 1939. One of the greatest problems in high-speed motoring is to obtain tyres which will stand up to the terrific strain imposed upon them. Cobb has taken fifty tyres with him, sufficient for six attempts on the record or six runs in each direction over the measured mile

THE "ELECTRIC EYE" WITH WHICH THE RECORD ATTEMPT WILL BE TIMED: An official of the American Automobile Association is levelling a sight at the "electric eye" across the 200-ft. straight on the salt flats



JOHN COBB'S RAILTON MOBIL SPECIAL AND AB. JENKINS' MOBIL SPECIAL AT WENDOVER, UTAH. The larger car is to be used in an attempt to break Cobb's own world speed record of 369·7 m.p.h.; the smaller to make an attack on the endurance record

EUROPE'S LARGEST TRIPLE-ACTION PRESS TRAVELS SOUTH: A 67-ton segment of the giant Vickers triple-action press on its way from Newcastle to Acton, where it will be used by the Rootes group of car manufacturers at the British Light Pressings factory. The press can stamp out a complete side or top of a car in one action, at a rate of 400 pressings an hour. It can attain a pressure of 1,500 tons and itself weighs 350 tons. Vickers-Armstrong have constructed the press, which will soon be playing an important part in Britain's motor-car export drive

A 300-MILE JOURNEY IN A WHEEL-CHAIR: Eighteen-year-old Marie Anderson, of Sunderland, contracted infantile paralysis seven years ago when she was an evacuee in Yorkshire. Determined to spend a holiday in London, she took an office job to raise sufficient money. Then she set off in her wheel-chair, powered by a 1½-h.p. motor. The above photograph shows her on the Great North Road, near Darlington. After her holiday she hopes to train as a mathematics teacher

The World of Books

THE RE-EMERGENCE OF "EMMA"

A New Edition of What Many Regard as Jane Austen's Finest Novel: Phyllis Bentley and the Brontës: John Gunther Explores the U.S.A.

DISRAELI read *Pride and Prejudice* seventeen times, Scott and Macaulay were almost idolatrous in their adoration of Jane Austen's genius, but now, after six years of war, and two of "peace," years of dire book famine, there is a generation growing up that knows nothing of Louisa's fall from the Cobb at Lyme Regis, that untoward event that disturbs the calm of *Persuasion*, or of Maria's elopement with Crawford, the *pièce de résistance* of *Mansfield Park*. For tens of thousands it is all there to be discovered and devoured for the first time; but it is a slow business this waiting for the return of the classics, for the havoc of the war years was immense, with many valuable printer's plates destroyed in the holocaust of Paternoster Row; and now reprinting must take its turn while the paper shortage continues. A special welcome will go out to Jane Austen's EMMA (Williams and Norgate. 8s. 6d.), republished with an Introduction by Monica Dickens. *Emma*, to which many critics have given the palm, despite the abiding popularity of *Pride and Prejudice*, has long been out of print, and lately even the poorest copies have been changing hands at up to 15s. This new edition is first-rate, well printed and well bound, giving us the fullest opportunity to admire the perfect sense of dramatic progression and the lucid, flowing prose style which characterises all Miss Austen's novels. Emma Woodhouse, the arch-planner, the know-all, is delightful, but some may think that she is eclipsed, just as Mr. Elton is eclipsed, by that wonderful, dominating creation, Mrs. Elton.

SHE WILL BE BRITAIN'S FIRST FULL-TIME WOMAN CLERK TO A BENCH OF JUSTICES: Miss Jean Adair, having passed her Law Finals, has been recommended for the post at Kingston and, subject to the Home Secretary's agreement, will take over towards the end of the year. Miss Adair is seen in this picture in her office at Kingston, where she assists Mr. S. C. T. Littlewood, the present clerk, who is about to retire

In view of the classics famine, special interest also attaches to the "English Novelists" Series, published at 6s. by Home and Van Thal. The two latest titles are THE BRONTËS, by Phyllis Bentley, and SAMUEL BUTLER, by G. D. H. Cole. Miss Bentley writes of the Brontës as an admirer of all three sisters, but she devotes little space to Emily, whose true genius, as a visionary poetess, was so often proclaimed in the pages of THE SPHERE by the late Clement Shorter. With Charlotte she is on surer ground, placing her vast merits as a novelist in what many may feel is very fair perspective. It is difficult to escape the impression, from at least one aside, however, that Miss Bentley is herself first and foremost a Jane Austen fan.

Richard Brinsley Sheridan was accounted the wittiest man of his age; he was a dramatic star of the first magnitude; the most gifted of Fox's political opponents; a silver-tongued orator; a gambler; a lover of extravagant display; and generous to a fault, invariably over-spending the annual income of £10,000 which Drury Lane brought him. Regularly every decade somebody writes a new biography of this extraordinary man. The latest of these is by Lewis Gibbs, whose SHERIDAN (J. M. Dent. 15s.) is certainly a worthy effort, although perhaps bearing the stamp of too solid research, allied to insufficient spontaneity. Mr. Gibbs has both scholarship and imagination, but somehow or other he fails in his portrayal of that ebullient man of the theatre, the "harlequin senator" who gave us masterpieces of comedy and oration in playhouse and Parliament. At moments it would appear that the staid biographer does not altogether approve of his happy-go-lucky subject. A more racy narrative would not have robbed Mr. Gibbs of the opportunity he has taken of pointing out hitherto scantily regarded aspects of Sheridan's political career.

Too often, perhaps, we expect America to speak with one voice upon the great controversial issues of the day, whether it be upon the British loan, Jewry in Palestine, or the atom bomb. Accustomed to the voice of Franklin Roosevelt, who in the years of war gave such a measure of unanimity to American thought and action, we are apt to become forgetful of the fact that forty-eight highly individual states comprise the Union, and that the origins of America's people are to be found in every corner of the Old World. John Gunther, whose detailed reports on Europe, Asia and Latin America have brought him such a big following, stresses the sectional aspect of American life in his voluminous but able new book INSIDE U.S.A. (Hamish Hamilton. 21s.). In very nearly 1,000 closely-packed pages, Mr. Gunther takes his readers on a tour of the Union, telling us just what he finds in each state and introducing many remarkable personalities as yet hardly known on this side of the Atlantic. Frank J. Lausche, Governor of Ohio from 1945 to 1947, provides a case in point, and it is good to know that there are men of his force and intellect now appearing on the political scene and tending to rise above the sordid machinations of the party machine. Those who think that America is essentially the home of democracy, however, should not fail to read the chapters on New Jersey and Tennessee, how Frank ("I am the Law") Hague still rules as a satrap of urban spoils in the eastern city, and Edward Hall Crump (the Red Snapper) dominates everything, largely by way of the negro vote, in totalitarian Memphis. Crump, it is said, has in some respects given Memphis first-class government; he has made the city clean enough, but here is a community that has not really functioned as a democracy for more than a quarter of a century, where a whole generation has grown up without fulfilling the first and simplest duty of citizenship, that of exercising political choice. Throughout his book, Mr. Gunther marshals his facts with skill, and anyone with the industry to read the whole of this vast tome will be rewarded with a new measure of understanding. They may even realise how, and by just what set of circumstances, such men as Huey Long and Theodore Bilbo could have risen to responsible office side by side with Roosevelt, Cordell Hull and Stimson. Regarding the possible presidential candidates for 1948, Mr. Gunther is most informative. He has a great deal that is good to say of Harold Stassen, whose effort to liberalise the Republican Party is much more than a manifestation of personal ambition, though that element is by no means lacking. Regarding the Ohio candidates, Bricker and Taft, he is less complementary, but it seems that ex-Governor Bricker, for all his political platitudes and despite his failure as a speaker on national and international issues, might well gain the coveted nomination on the grounds of honest, malleable simplicity. Republicans sometimes like their Presidents that way.

The late James Agate, critic, essayist and lover of life, chose Ego as his watchword in producing a series of self-centred and wholly delightful books culled from his personal experiences. Agate was a Manchester man and a product of the brilliant *Manchester Guardian* school of writers. Neville Cardus hails also from Manchester; he, too, has served the *Guardian*; but somehow his brand of Ego, baldly entitled AUTOBIOGRAPHY (Collins. 12s. 6d.), is less intriguing than that of Agate; it lacks perhaps the grand manner of impertinence, but not the personal pronoun. Mr. Cardus is an expert both on cricket and music. He regales us with a wealth of anecdote about these two loves that have dominated his career, and many will enjoy, in particular, his tales about Yorkshire cricket, of Emmott Robinson, Rhodes, and the immaculate Sutcliffe. He has little or nothing to say of post-war cricket, despite its fine virility.

THE NATURAL HISTORY OF NONSENSE (Michael Joseph. 12s. 6d.) is a most engaging new book by Bergen Evans. The author describes it as a palæontology of delusion, a manual of chiropody for feet of clay. He makes a frontal attack on the mass of delusions which have embedded themselves in the mind of mankind theorising upon such widely diverse and controversial subjects as Adam's navel and the perils of feeding fevers and starving colds, and the dangers of spontaneous combustion among alcoholics. Mr. Evans' story of a Parisian window-cleaner who in the course of a fatal fall from a high building was heard to observe, "I 'm all right, so far" as he passed the third-floor window, is contributed as evidence of man's incurable optimism. This is an admirable book of the bedside variety, with never a dull moment.

TWENTY-FIVE YEARS SINCE HIS FIRST NOVEL SAW THE LIGHT OF DAY: William Gerhardi, the British novelist and authority on Russia, whose works are now being published in a collected edition by Macdonald. The author was born at Leningrad. He is at the moment working on a trilogy

MAN IN THE MODERN WORLD (Chatto and Windus. 10s. 6d.) is a re-presentation of some of the already published essays of Julian Huxley. The distinguished biologist has always been an able controversialist and a provocative writer in many fields of speculation. Some of these essays are among his best.

THE SEVERN WILDFOWL TRUST

A DECOY PIPE AT THE NEW GROUNDS: It is used by the Severn Wildfowl Trust to catch and ring wild ducks as they pass through upon their migratory flights. After ringing, the birds are released

Lieut.-Commander Peter Scott, who won distinction in the war as a commander of the "Little Ships," now spends a great part of his days watching and recording the habits of migratory birds at the New Grounds, Gloucestershire, the property of the Severn Wildfowl Trust, of which he is the Director. In a letter to THE SPHERE, Lieut.-Commander Scott amplifies the information about this Gloucestershire preserve given in a recent issue of THE SPHERE. "The object of this Trust," writes Lieut.-Commander Scott, "is to make it possible to watch the winter flocks of several thousand wild geese at very close range, often no more than 5 yards, to catch and ring wild ducks in an ancient decoy pool, which has been put into working order for the further study of migration, and to maintain a comparative collection of live waterfowl. The birds appearing in the photographs in your issue of August 16 are members of this latter collection, which, although begun less than a year ago, is already probably the best of its kind in existence, including some 300 birds of more than sixty kinds of waterfowl from all over the world"

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The Queen was like this in 1792

The pose and the style of dress are typical of the majority of 18th century Queen cards. So also is the flower symbol held in her right hand.

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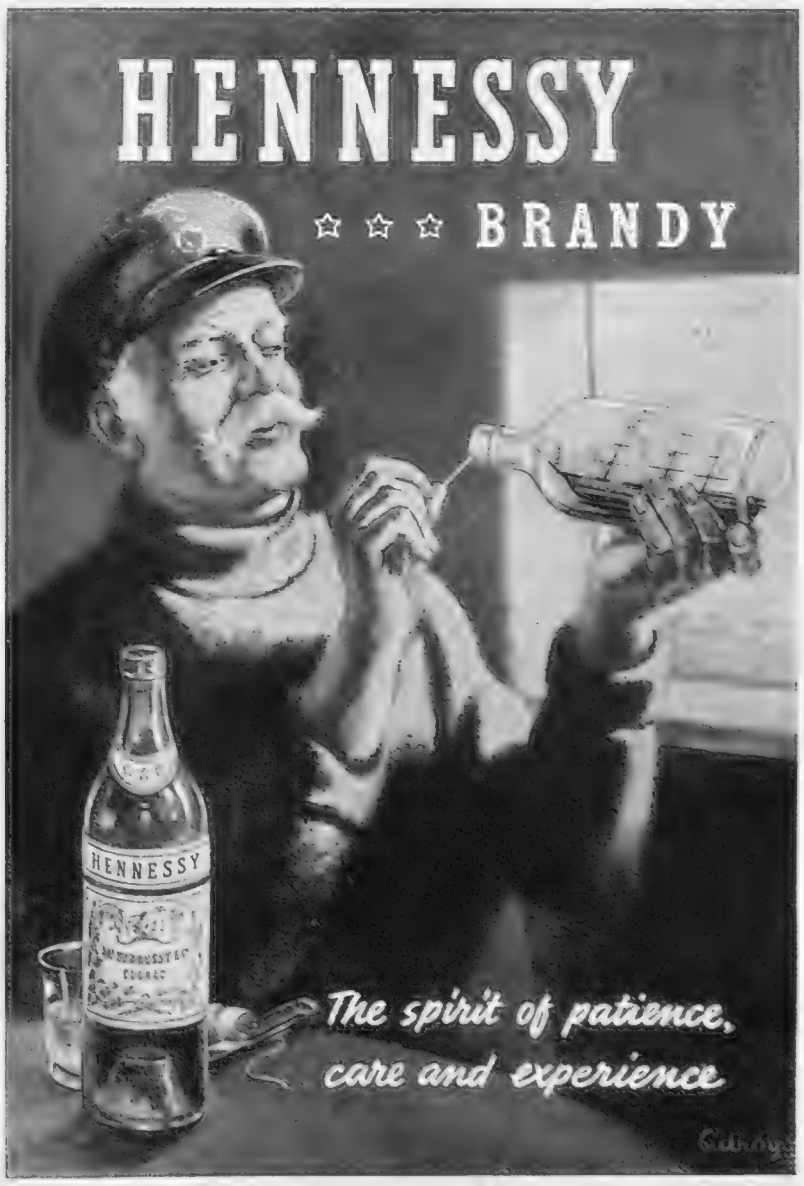

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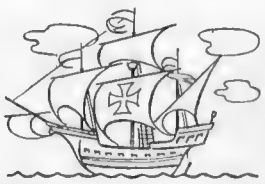

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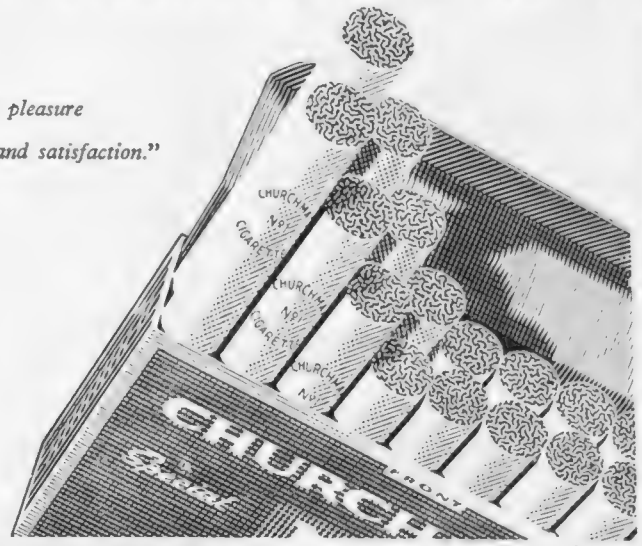

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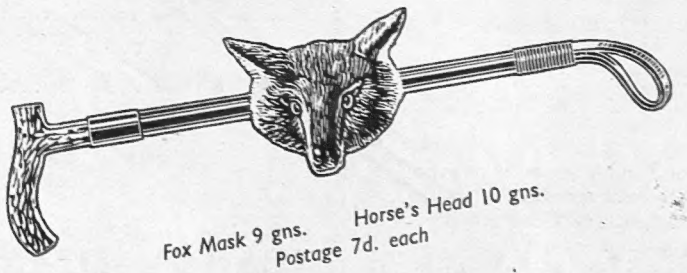

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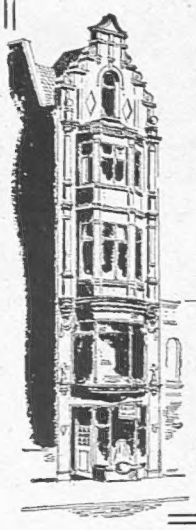

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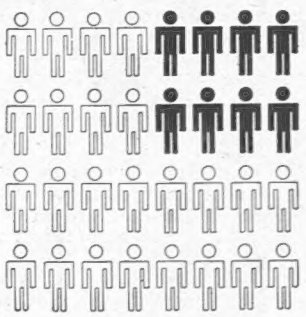

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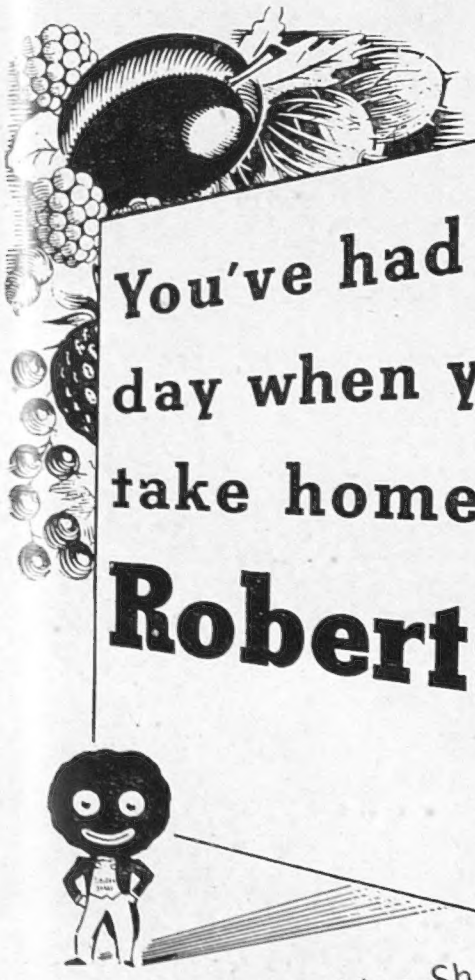

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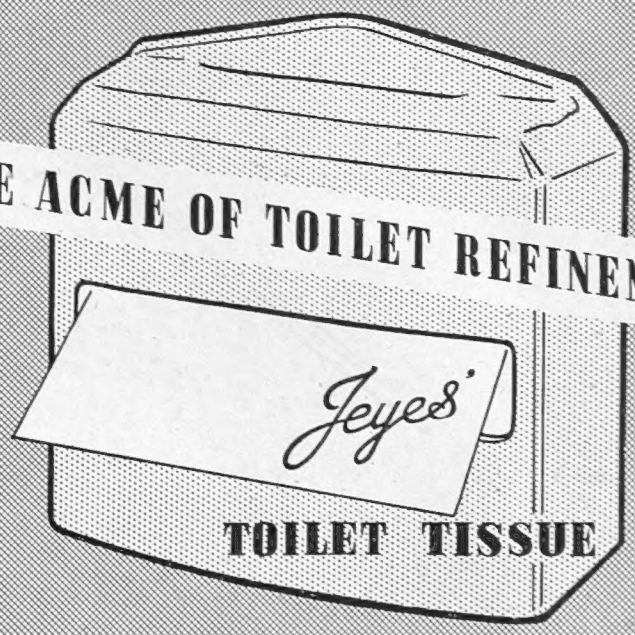

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